

BOROUGH OF KETTERING

Committee	Full Planning Committee - 31/10/2019	Item No: 5.1
Report Originator	Christina Riley Senior Development Officer	Application No: KET/2018/0950
Wards Affected	Rothwell	
Location	Rothwell North, Rothwell	
Proposal	Approval of Reserved Matters (EIA): Appearance, landscaping, layout and scale in relation to Phase 1 of KET/2007/0461 for 227 dwellings, public open space, and associated infrastructure	
Applicant	Miss E Sanders Persimmon Homes	

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 Condition(s):-

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.
(Details plan numbers to be added)

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

2. Detailed proposals for contouring, planting scheduled and surfacing/ finish of the areas of public open space shall be in accordance with details to be first approved by the Local Planning Authority.

REASON: To ensure that details are satisfactory, in accordance with Policy 8 of North Northants Core Spatial 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 alterations permitted by Schedule 2, Part 1 Classes A to G, to the approved details for the principal elevations of the dwellings facing the public realm of the character areas shall be made.

REASON: To protect the public realm facing elevations of the character areas in accordance with the Design Code and Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Prior to first occupation, the rooflights to plots 40 and 41 shall be completed with obscure glazing and thereafter permanently maintained as such with any replacement or repair.

REASON: In the interest of residential amenity and in accordance with Policy 8 of the North Northants Core Spatial Strategy;

Officers Report for KET/2018/0950

This application is reported for Committee decision because there are unresolved, material objections to the proposal which in the opinion of the Head of Development Services, is a matter for the decision of the Committee.

3.0 Information

Relevant Planning History

KET/2018/0162 – Request a screening opinion pursuant to Regulation 6(1) of the Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017 for the submission of a Full Planning Application for the construction of Strategic Link Road at Rothwell North. Decision - In the event of a Full Planning Application being submitted for the construction of the Strategic Link Road at Rothwell North an Environmental Statement is required.

KET/2007/0461 - 700 dwellings, 2.88 hectares of employment land (Classes B1 and B2), a local centre (Classes A1 - A5, B1a, C3 and D1), open space and green infrastructure and land for education adjacent to the Montsaye Academy's playing fields. Pedestrian and cycle routes, associated roads and other infrastructure, including sustainable drainage measures. Vehicular access junctions into the site from the A6 and B576; all other matters are to be reserved. Approved 05.11.2018.

Discharge Condition Applications against KET/2007/0461

- AOC/0461/0701 - Condition no. 9 (Phasing programme) of KET/2007/0461 - Pending
- AOC/0461/0702 – Condition no. 12 (Transport Assessment) of KET/2007/0461 - Pending
- AOC/0461/0703 - Condition nos. 17 (Contamination), 19 (Construction management plan), 22 (Detail of B576 junction), 24 (Arboricultural method statement) and 25 (Ecological management plan) of KET/2007/0461 - Pending
- AOC/0461/0704 - Condition Nos. 18 (archaeological programme required), 20 (full details of surface water drainage scheme required), 21 (detailed scheme for the maintenance and upkeep of surface water drainage system), 23 (noise assessment) and 26 (fire hydrants) of KET/2007/0461 - Pending
- AOC/0461/0705 - Condition Nos. 27 (Finished Floor Levels), 28 (Materials) and 29 (Scheme for management and maintenance of the public realm) of KET/2007/0461 - Pending

Two further Reserved Matters applications have been submitted for development on the site. These are the subject of additional reports to this Planning Committee.

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KET/2018/0960 - Utility compound in relation to KET/2007/0461 - Pending

KET/2018/0961 - Reserved Matters in connection with the strategic link road between the A6 and B576 - Pending

These two Reserved Matters applications are the subject of additional reports to this Planning Committee.

Site Description

The application site for this Reserved Matters application is situated within the northern part of a wider site known as Rothwell North, an area of land with outline approval for a Sustainable Urban Extension (SUE) located to the north of Rothwell.

The Reserved Matters site for Phase 1 of the development consists of 10.1 hectares of agricultural land which contains no buildings or structures. The application site lies between the B576 (to the east) and extends some 520m towards the A6 (to the west) and does not fill the entire area of land between the B576 and the A6. The land between the western most extent of this application and the A6 is allocated for employment land on the approved Masterplan. Further applications for this area of land are expected.

The application site extends to cover the northern most area of land included within the outline planning consent KET/2007/0461, southwards to the route of the Strategic Link Road (SLR), the application for which is also to be considered at this Committee (See KET/2018/0961). The depth of the application site varies from 120m (closest to the B576) to 180m (at the point which includes North Green) and some 250m (to the west).

To the north of the site is Rothwell Gullet Nature Reserve a former ironstone quarry with ferns, fungi, woodland and grassland beyond Rothwell Gullet is open countryside and the Ise Valley. Beyond the Ise Valley is Desborough. To the south of the Reserved Matters application site is agricultural land which has extant outline planning permission as part of the wider SUE, applications for later phases of development on this part of the site are expected in future. To the south of this land is the built-up area of Rothwell, comprising residential development, Montsaye Academy and Rothwell medical centre.

Proposed Development

The application is a Reserved Matters application to consider the appearance, landscaping, layout and scale of Phase 1 of KET/2007/0461 for 227 dwellings (changes to the layout over the course of this application has increased the number of dwellings from the original proposal of 225 dwellings) and associated infrastructure, including estate roads and public open space. Access to the site from the A6 and the B576 was determined at the outline stage.

The dwellings proposed are a mix of 1, 2, 3 and 4 bedroom houses with 30% affordable housing which equates to 34 dwellings. The dwellings are mainly detached and semi-detached with some terracing (65 dwellings, just over a quarter of the total number of dwellings). The layout of the development is defined by a series of blocks of housing which are set out back to back providing enclosure with access provided through a number of spur roads from the Strategic Link Road. The housing fronting the SLR is set back from the tree lined avenue. The application includes a large area of landscaped Public Open Space, known as 'Parkland West' (incorporating SUD's), some 47m to 50m deep. Parkland West lies between the

proposed housing (to the south) and Rothwell Gullet Nature Reserve (to the north) and forms a buffer between the housing and Rothwell Gullet Nature Reserve, helping to safeguard the biodiversity of the Gullet. Parkland West continues, wrapping around the western edge of the proposed housing, forming a buffer between the housing and proposed employment area (which will be the subject of a later application).

The site also includes an area of Public Open Space sited on the Strategic Link Road, known as North Green.

The Strategic Link Road and roundabout within the wider site are not part of this application. They are to be considered under application KET/2018/0961 also reported to this committee.

Any Constraints Affecting the Site

Nature Reserve adjacent to the northern boundary.

4.0 Consultation and Customer Impact

The application has been subject to three rounds of consultation.

Rothwell Town Council – Object that there is not enough public open space and recreational areas and lack of infrastructure.

KBC Environmental Health – Based on current policies and guidance we have no comments.

Highway Authority

Initial Response received 30.01.19

Second Response received 08.05.2019

Third Response dated 07/10/19 summarised below:

Objection based on following:

Observations:

- The access road to this site (SLR) does not have LHA approval
- Adoptable highways elements cannot be approved via the planning permission and will require full audit post planning by the LHA Audit Team.
- Phase1 Traffic management Plan 1007-013-A cannot be considered or approved as a part of this application and should be submitted as integral part of a Phase CTMP.
- It must be noted that several of the dwellings detail rooms at the first floor that exceed the minimum space standards required for a bedroom. In many cases this alters the required parking levels. Failure to address this properly will result in these rooms detailed as Studies being used as bedrooms with no parking allowance, thereby increasing the parking stress on the Highway Network and placing highway users and residents at risk from congestion and obstruction of poorly parked vehicles which can obstructed a Fire Tender. It should be noted that the Alnwick house type, detailed here as a one bed, is being marketed in Barton Seagrave as a 2 bedroomed dwelling.

- Garage dimensions are detailed incorrectly not showing dimensions between piers giving a narrower usable space than required.
- Garage internal dimensions, clear of piers and openings, are to be 6m deep by 3.3m wide for singles and 5.8m wide for doubles

Layout

- LPA's should determine whether a room at the first floor that meets/exceeds minimum space standards for a bedroom is a study, as this affects the layout and of number car parking spaces.
- The tracking does not evidence the full scope of access nor the full scope of where on-street parking may occur without negating access.
- Visitor parking is below the required numbers of 116, 64 detailed in all, 35 are on private land.
- The distribution of visitor parking places the SLR at risk of being parked upon. Not all of the shared private drives that front the SLR have visitor parking.
- Suggest slight re-location of street trees to gain lay-by parking along the internal roads and within the shared private drives along the SLR to ensure all dwellings have access to visitor parking near-by.
- Small areas of grass between kerbs and edgings will not grow or be maintained with ease. These should be designed out and could be used as lay-by parking instead
- The road between plots 50 & 98 appears to be sub 5m wide with radii exceeding the required 6 / 7.5m, the ramp and footway extends too far. The footway should extend 2m beyond the radii. This will need re-tracking.
- Pedestrian visibility has been omitted on the corner of the shared private drive to plot 141 towards the drive for plot 140.
- Bin collection points are not shown for all shared private drives, e.g. plot 190. Refuse vehicles stopping along the SLR to service these drives can have implications on traffic flow and increase frustration to other drivers

Tracking

- The correct refuse truck has been used, however it has not been shown opposed by a large family car as previously detailed.
- Tracking is now not detailed near plot 168 at all.

Non-Motorised Users

- "White lining and signing layout", suggests some additional signage (shared-use roundels) is required along the shared-use sections of the route.

Landscaping

Landscaping plans 1-3, 15865 revision H have been used to formulate the following;

- The Highway Trees must be to highways standards
- Highway trees must be in a minimum verge width of 2m.
- Private trees must be a minimum of 2.5m from the rear of the highway verge.

In response to the LHA latest observations, the applicants have stated.

“Regardless of what is deemed a bedroom or study the parking is well in excess of what is required under the approved Design Code,

In total this means that there is an over provision of on plot parking by 77 spaces, all units with a third space is allocated in a garage, (and as approved in the design code.)

With regard to visitor spaces the design code requires us to provide 20% (totalling 45 spaces), we have provided 33% (totalling 75 spaces).

The garage dimensions (for any garage that is allocated as parking) are 3.3m wide x 6.0m deep, which is in accordance with what is approved in the design code.

A shed for cycle storage will be included in all gardens of units that don't have a garage or where the garage has been allocated for parking.

An updated layout through showing the shed positions is provided.

Tracking discussed in the next section – updated plans will be issued. We have already provided additional tracking where we have shown on street visitor spaces. The tracking layout shows that the road system works for passing vehicles and it is in accordance NCC standards

We have distributed the visitor parking out as evenly as we can and have added visitor parking on the SLR drives wherever possible;

We have already looked at relocation of street trees and added visitor parking in where we can. We do not want to add in more visitor parking at the expense of trees as a balance needs to be applied

We have reviewed the layout and don't believe that there will be an issue with the small areas being used for parking however we take on board the comment about maintenance. We therefore propose to change the small areas to block paving to mitigate this. The majority of the remaining verges have trees within them so parking on them will not be an issue. An updated layout has been issued and the landscaping scheme will follow showing where we propose to put the block paving.

The kerb faced initial area is 4.8m wide (as this is what is required for a shared surface from NCC) and the radii is 6m (again as required by NCC).

The pedestrian visibility splays have only been shown where there was a potential for it to cause an issue, such as by plots 152 and 186. However we are happy to add the rest onto the site layout

All private drive with the exception of plot 190 have bin collection points on. This was left off in error so will be added onto the site layout

The tracking shown on the parking plan was detailed to show that the visitor parking worked (as was requested). It was not intended to replace the original tracking plan that showed the full extent of the tracking for the entire street network. We will however get the full tracking updated on the latest layout and re-issue it out to you.

Comment noted on signage but this is not a reserved matters issue and will be picked up in the technical submission to NCC.

Landscaping

- *Highway trees are to highways standards as they have been specified in accordance with the guide.*
- *All verges with trees planted in them are 2m wide.*
- *All private trees are a minimum of 2.5m from the back edge of highway and an additional note has been added onto the key clarifying this.*

In summary, we (are issuing) updated planning drawing picking up these minor amendments and we will re-issue the landscape drawings showing where the verges will be block paved and the updated tracking drawings”.

NCC Archaeology - No objection to application as it relates to appearance, layout and scale only.

Environment Agency - No objection to application as submitted.

Anglian Water – No comment on application as Anglian Water assets are not involved.

Lead Local Flood Authority (LLFA) Initially stated that the submitted surface water drainage information does not contain sufficient information to allow the LLFA to comment. However, they have subsequently confirmed as satisfactory (later) submitted information as far a flood risk and surface water drainage for the area of phase 1 is concerned.

Northamptonshire Police –

Initial Response received 14.02.2019

Second Response received 09.05.2019

Third Response received 10.10.2019 and summarised below:

- Parking for plot 1 is inconvenient and away from the dwelling.
- Due to the abundance of side tandem parking plenty of on street parking should be provided to prevent inappropriate parking which can at best cause neighbour disputes and tensions and at worse prevent/delay emergency services.
- Where side tandem parking is provided surveillance should be provided from a meaningful window/door.
- Internal alleyways e.g. plots 14-17 should be gated at the entrance
- Ligustrum Ovalifolium (which appears to be a fast growing hedge) is proposed along the linear park edge which could be removed due to the

maintenance involved. It would be preferable for there to be formal boundary treatment such as railings or wall topped railing with planting behind, to allow for defensible space for the dwellings fronting the POS even if hedging is removed.

- Planting dividing the car parking area plot 70 & 71 should be supported by a formal boundary such as railings to reduce neighbour tensions on maintenance and prevent it being removed completely.
- The applicant has provided a Secured by Design Assessment statement in which they have stated 'We have fully committed to achieving Secured by Design Part 2 compliance "Physical Security". To date Northamptonshire Police have not received a Secured by Design application.

Northamptonshire Fire and Rescue

- The minimum width of the roads should be 3.7m.
- Any turning circles between kerbs should be a minimum of 15.7m
- Access to the furthest point of any building from the road should be 45m
- The road carrying capacity should be a minimum of 15 tonnes to accommodate a Northants Fire and Rescue pumping appliance.

Natural England -No comment to make on the application, which we have not assessed for its impact on protected species. You should refer to your own ecology services for advice or assess using our Standing Advice.

NCC Biodiversity – the revised planting plans (P18-2707_1 dated 11/04/19) for the Public Open Space have been reviewed (requested changes to tree and shrub species have been made) and are satisfactory. No further comments to make.

Northants Badger Group – no further comments except to reiterate the importance of the measures outlined in the Ecological Report and Mitigation in relation to badgers being carried out.

Northamptonshire Adult Social Services - due to the rapidly growing aging population and lack of specialist housing for older people all new homes should be built to accessible standards i.e. Homes for Life and HAPPI standards. There is no reference to this in the application.

HAPPI (Housing our Ageing Population Panel for Innovation) Standards have been produced by the Housing Learning and Improvement Network. The standards reflect good design generally - good light, ventilation, room to move around and good storage – but also have particular relevance to older persons' housing.

Other representations

14 letters have been received objecting to the application, and 1 letter commenting on the application. Objections and comments are summarised below:

- The SLR should be routed from the A6 and constructed before the commencement of development

- 12,000 vehicles per day currently use the B576 between Desborough and Rothwell, this will only increase following potentially another 1,500 dwellings on the Ise Valley, Grange 2, Pipewell Road and Gladmans in Desborough, increasing traffic to circa 15,000.
- The Strategic Link Road would be better located to the north of the development, this will prevent the development being split in half, pedestrians having to cross a busy road, allow a higher speed road. Proposed use of roads through Desborough and Rothwell is not acceptable due to extra pollution, wear and tear on local roads and congestion.
- The Strategic Link Road is Strategic in name only, it is merely a road that runs through a housing estate. The proposed route using the SLR, A6 and A14 is already longer and traffic will only use it if it is easier and quicker to use. The limit of 30mph, pedestrian crossing points, vehicles entering and existing junctions into estate roads and driveways, parked cars and buses will slow traffic down and discourage traffic from using the SLR.
- The roundabout to access the industrial estate will also slow down vehicles and discourage through traffic.
- Traffic light-controlled junction will slow traffic down and frustrate drivers.
- Residents of Phase 1 will need to cross the continuing building site area to access facilities (e.g. Schools, medical facilities etc), this is worrying from a health and safety perspective and discourages people from walking and cycling. The proposed layout and phasing of building work needs further investigation.
- Question the wisdom of routing the SLR through the centre of a housing estate and creating subsequent air pollution and noise so close to residential homes. Recent World Health Organisation COP24 Special Report highlights the dangers to health of allowing large amounts of traffic to route through urban areas.
- Siting the SLR through the centre of a housing estate will endanger the life of residents needing to access Montsaye School, the Medical Centre and facilities in Rothwell Town Centre.
- If this is approved it breaches the Health and Safety at Work Act which places general duties on employers to conduct their undertakings in such a way as to ensure that persons other than themselves or their employees are not exposed to risks to their health or safety.
- Application does not detail how construction traffic will access the site. As this is a major consideration for this development the plans should not be approved until the traffic management has been agreed.
- Whole development has no regard for the people of Desborough and Rothwell.
- Current plan is outdated and doesn't conform to current guidelines set by the government.
- Attention is drawn to UK plan for tackling roadside nitrogen dioxide concentrations (July 2017) which states that 'evidence suggests that exceedances in NO² are highly localised – limited, for the most part, to a few problem roads rather than an entire town and city centre. The plans put forward by local authorities should reflect this, ensuring that measures are carefully targeted to minimise their impact on local residents and businesses – and government will be scrutinising local authority plans on this basis.

- Policy comments from MHCLG – NPPF (Feb 19) Government legislation states that “New developments should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design” and that policies in the ‘NPPF are material considerations which should be taken into account from the day of publication. Plans may need to be revised to reflect policy changes which this replacement Framework has made’.

Rothwell North Working Party (local action group)

State that it is important to note that they are not against the development at Rothwell North. Consider the main priority for the development is the well-being, health and safety of all the residents of Rothwell and Desborough. This should be paramount in any decisions by councillors regarding the time scale, location and access of the SLR.

The minutes of the 21.02.17 Planning Committee recorded “Members heard that the routes and management of construction traffic was a condition of the application and that consultations will take place to ensure that there was no impact on amenities”. The promise of “no impact on amenities” cannot be fulfilled based on the present proposals.

Construction traffic. The construction of a temporary haul road is preferred option to route HGV’s away from Desborough and Rothwell. We know of an option to achieve this and fully support it. This is to alleviate the mixing of construction traffic, school children and vulnerable adults which is an unacceptable risk. The only viable alternative is to construct a roundabout on the A6 at the beginning of the development.

Access to the SLR. The roundabout from the SLR to the A6 should be constructed prior to the commencement of the Development, plus a roundabout to the SLR from the B576 with construction traffic using the haul road.

The traffic light-controlled junction at the B576, will at peak times cause traffic build up raising pollution levels over and above that caused by a roundabout.

Due to pedestrian crossings, bus stops, delivery vehicles and vehicular access to and from the SLR and estate’s side roads it is obvious that the SLR cannot perform its dual function of taking traffic away from the centre of Rothwell onto the bypass as well as being a safe residential road.

Residents well-being and health and safety. The B576 is a busy road carrying over 12,000 vehicles per day through Rothwell and Desborough, more traffic than predicted in the building of the bypass. This development and Desborough South development will increase traffic. Students travel between the two towns to attend Montsaye Secondary school, many walking, and some on busses. Small children and mothers with buggies will need to cross the SLR to access Rothwell Infants and junior schools and the medical centre.

Air pollution. The current route of the SLR is through the centre of a housing estate with air pollution and noise being very close to residential homes and is in

conflict with Kettering Borough Council and National Government guidelines and policies. Pollution level (NO² at monitor RW) in Rothwell already shows the second highest level in the whole of Kettering Borough. Clear government legislation states that “New developments should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design”. The current plans mean that children and families will be subjected to unnecessary air pollution in their homes and immediate environment.

The National Institute for Health and Care Excellence (NICE) strongly recommend the following criteria to consider in “plan-making”. Current plans conflict with *all* these criteria.

1. Design and site new developments such that the need for motorised travel is reduced
2. Minimise exposure to vulnerable groups
3. Site residences away from roadsides
4. Avoid street and building configurations that may enhance pollution.

Phase 1 - The wrong start point. Phase 1 is to the north of the SLR so the first 200 + residents will have to cross the SLR to access the town and put up with construction traffic, air pollution and the risks of being close to the ongoing construction. The first phase should be between the SLR and Montsaye School.

Not too late to revise plans. Para 212 of the NPPF states “The policies in this framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this replacement framework has made.” Public Health England – Review of interventions to improve outdoor air quality and public health.

Nothing has been started on the ground so there is time to reflect on, and reconsider the impact judged by today’s environmental standards and create something much more realistic to be proud of, participating with local people whose lives it will most seriously affect.

Future development after 2031. Existing plans show “future development” over and above the 700 homes. More is likely to be approved in future which further makes the road infrastructure inadequate for future residents.

SLR should be on the north of development. It is far more environmentally acceptable to separate the SLR from the estate to provide a faster, less congested route to the A6 and onwards. Particularly as the County and Borough Councils have passed climate emergency resolutions to get to a zero-carbon position by 2030.

5.0 Planning Policy

National Policies

National Planning Policy Framework 2019 (NPPF) is a material planning consideration in the determination of planning applications. At the heart of the NPPF is the presumption in favour of sustainable development. This means that

proposals that accord with Development Plan policies should be approved without delay.

Relevant to this application are the following parts of the NPPF: -

Part 5: Delivering a sufficient supply of homes;
Part 8: Promoting healthy and safe communities;
Part 9: Promoting sustainable transport;
Part 12: Achieving well-designed places;
Part 14: Meeting the challenge of climate change, flooding and coastal change;
Part 15: Conserving and enhancing the natural environment; and
Part 16: Conserving and enhancing the historic environment.

Development Plan Policies

North Northamptonshire Joint Core Spatial Strategy (JCS)

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Historic Environment

Policy 4: Biodiversity and Geodiversity

Policy 5: Water Environment, Resources and Flood Management

Policy 7: Community Services and Facilities

Policy 8: North Northamptonshire Place Shaping Principles

Policy 9: Sustainable Buildings

Policy 10: Provision of Infrastructure

Policy 28: Housing Requirements

Policy 30: Housing Mix and Tenure

Policy 38: Rothwell North

6.0 Financial/Resource Implications

The outline permission secured a S106 agreement with contributions against a variety of impacts generated by the development.

7.0 Planning Considerations

The key issues for consideration in this application are:-

- 7.1 Principle of development
- 7.2 Design/Accordance with the Design Code
- 7.3 Landscaping
- 7.4 Residential amenity
- 7.5 Highways
- 7.6 Flood risk and drainage
- 7.7 Impact on Biodiversity
- 7.8 Impact on Archaeology
- 7.9 Responding to comments by third parties including construction management and other issues

7.1 Principle of Development

The application site has extant outline permission for a SUE that includes 700 dwellings, employment land, a local centre, open space, green infrastructure and other associated infrastructure.

The outline application was reported to Planning Committee on 21.02.2017 with a recommendation for approval, subject to conditions and the signing of a S106 agreement. In line with the officer recommendation Planning Committee resolved to grant outline planning permission subject to conditions and the signing of a S106 agreement.

After subsequent discussions relating to the S106 agreement, and the signing of said agreement, outline approval was granted on 05.11.2018.

The granting of outline planning permission followed the identification of a SUE in Rothwell in Policy SDA1 of the now obsolete Northamptonshire County Structure Plan (March 2001). The policy gave some broad parameters for four SDA's across the county, leaving the precise location, layout and form of development to be established in local plans.

Several draft Local Plan Documents were prepared, but these never proceeded to adoption. The documents included;

- Kettering Local Plan Review (2001 – 2004) which was not proceeded with as a result of the introduction of the Planning and Compulsory Purchase Act; and was subsequently taken forward through joint working in the adoption of the North Northamptonshire Core Spatial Strategy (2008);
- Rothwell and Desborough Urban Extension Area Action Plan (2006 – 2010); which was intended to set out the vision and detailed policies for Rothwell and Desborough SUEs including the identification of housing, employment, recreation and other land uses. The AAP's submission was delayed pending progress with the Kettering Town Centre AAP, which was adopted in July 2011. The Council had also received outline planning applications for both favored sites at Rothwell (the application currently before members) and Desborough (the development known as 'The Grange'. As both applications largely reflected the detail set out in the AAP any further work on the document was placed on hold pending determination of the applications.

Policy 9 of the now superseded North Northamptonshire Core Spatial Strategy continued to identify Rothwell (along with Desborough) as a location for 'smaller' SUE's, with Policy 16: Sustainable Urban Extensions detailing a range of requirements to be met by the various SUE's. The exact location of the SUE was not identified in these policies.

The current North Northamptonshire Joint Core Strategy reflected progress on the application and identified the application site approved under KET/2007/0461 as a Proposed Sustainable Urban Extension. Policy 38 – Rothwell North Sustainable Urban Extension detailed the scope (number of dwellings etc) of the proposal and

a range of specific requirements (the Strategic Link Road, A6 bypass, buffer zone between dwellings and Rothwell Gullet Nature Reserve) to be met by the SUE.

This subsequent reserved matters application for 229 dwellings (and indeed up to 700 dwellings within the outline site), open space and associated infrastructure (roads, footpaths etc.) on part of the site accords with that outline approval and its conditions and is submitted within the timescales prescribed (first reserved matters application to be submitted to the Local Planning Authority prior to 5 November 2021). The principle of residential development for 229 dwellings is therefore established.

The following report focusses on the impacts of the reserved matters of appearance, landscaping, layout and scale and any other relevant matters and in the context of the existing extant outline approval.

7.2 Design/Accordance with the Approved Design Code

The Rothwell North outline application benefits from an approved Design Code, which is a form of detailed design guidance often used to guide the development of large-scale sites.

A Design Code is intended to set design parameters to guide the planning process on matters of design principles without being overly prescriptive. The Approved Design Code for Rothwell North has helped to inform the access requirements, design principles (including appearance, scale and layout) and landscaping proposals for subsequent applications.

The Design Code contains mandatory items. Any subsequent application on the site is expected to adhere to these requirements. The character areas are an example. The Design Code also contains discretionary items, which are more flexible.

The reserved matters application site is divided up into a number of different character areas within the Design Code. A summary of the different character areas is below:

- Character Area 1 (CA1): North Street – the primary street running through the application site forming the ‘Strategic Link Road’ which is comprised of a tree lined avenue which widens in strategic locations to form key spaces, (such as North Green). The built development will be either side of the street and will be 2.5/ 3 storey in scale. The use of chimneys, low brick wall enclosures and a variation of building heights will be used. Materials such as stone, multi brick and red brick will be used in this character area.
- Character Area 3 (CA3): Village Streets – here the scale of residential development will be predominantly 2 storey with the occasional 2.5 storey dwelling. There will be use of protruding gables in this area and soft landscaping to break up the hardstanding on the street. The use of brick banding will also be used which is taken from the character of development in Rothwell.

- Character Area 4 (CA4): Green Lanes – this character area denotes the edges of the development and its relationship with the wider countryside. Here dwellings will be predominately detached and 2 storey in scale fronting Parkland West. The arrangement of the dwellings will be more informal with generous front gardens to support the low density approach to this character area. Building materials will comprise of red multi-brick, red brick, sand/ white render, weatherboarding and stone.

The application has been assessed against the approved Design Code for the site and amendments to the layout and to house types have been sought to bring the application in line with the document. Attention has been given to the need to differentiate the Character Areas to provide some distinction between them.

Example of such changes include:

- Cill and header details to public facing elevations of dwellings in CA1
- An increase in the number of dwellings within CA3 which include bay windows, achieving more variety between this and the other Character Areas.
- Decorative ridge tiles have been added to some of the dwellings within CA3
- 20% of dwellings within CA3 and 5% of dwellings within CA4 are 2.5 storey which is now compliant with the Design Code.
- Changes to the distribution of house types within the CA to bring them in line with the requirements of the Design Code (see below for more discussion on this issue)

Individual detailing to the dwellings will help to differentiate between the Character Areas. For example, all dwellings in CA1 have stone headers and cills to public facing elevations and glazing detail of a single horizontal bar to fenestration. As this detail is crucial to the character of this area the removal of Permitted Development Rights in relation to replacement windows, for public facing elevations along the Strategic Link Road is recommended. In CA3 dwellings are characterised by dentilled eaves, brick banding and the occasional use of decorative ridge tiles. In CA4 there are a variety of pitched roof porch designs, (CA1 and CA3 have either an enclosed porch or flat roofed porch canopy).

Further differentiation between the Character Areas is provided by the varied use of buildings. For example, only CA1 has three -storey dwellings, nearly half (47%) of the dwellings in CA3 are terraces and CA4 has no terraces and significantly more detached dwellings (72%) than either CA1 or 3.

It is considered that the layout, landscaping and proposed house types combine to provide as required by the Design Code, a hierarchy of connected spaces and places, including streets, that will be accessible to a variety of users. There has been integration of existing and proposed landscape features in order to soften the built form, in particular towards the countryside edge of the development (Parkland West) and the Strategic Link Road (by the avenue of trees). Within the Character Areas the use of corner turning buildings as Landmark Buildings that will allow residents to navigate through the development have been provided in locations shown on the Regulating Plan (part of the Design Code).

Overall bin store access has been provided satisfactorily, for example terraced properties along the west-east village street (CA3) include a ground floor 'ginnel' to facilitate bin movement. A couple of locations (i.e. accessing the rear of terraces for plots 28 and 38 have longer rear alleys) but overall the design has attended to the requirements well.

The scheme needs to follow key attributes to reduce crime for example buildings are generally orientated back to back to ensure rear gardens are not exposed, public spaces are well overlooked, all routes are necessary and serve a specific function, that it is clear what dwelling parking spaces relate to and where the responsibility for maintenance of external spaces is clear.

The Crime Prevention Design Advisor (CPDO) has been consulted and has made a limited number of comments in relation to the proposal. In general these are small scale (eg: Parking for plot 1 is inconvenient and planting dividing the car parking area to plots 70 & 71 should be supported by a formal boundary to reduce neighbour tensions). However, given overall compliance with the requirements of the Design Code, in relation to designing out crime opportunities, it is considered that these minor variations are acceptable.

Comments in relation to the need for internal alleyways e.g. plots 14-17 to should be gated at the entrance can be covered by a condition requiring this.

In relation to on-street parking (as described in more detail on the Highways section of this report) the amount of on-street parking provided meets the requirements of the Design Code. The request that side tandem parking is provided surveillance from a meaningful window/door is noted, however in most cases these areas have natural surveillance from dwellings opposite or from users of the Strategic Link Road.

There are a number of minor instances where the proposal are at variance with the Design Code. However, these have been assessed and it is considered that neither individually nor cumulatively do they result in a sufficient deviation from the Design Code to sustain an overall concern.

One such example is the requirement for weatherboarding as the walling material for 10% of the dwellings in CA4: Green Lanes. Weatherboarding is not a traditional building material for Rothwell but was included in this Character Area to allow the developer the possibility of a more innovative dwelling design.

The requirement above equates to a total of 6 dwellings within Phase 1, a very small number of dwellings. Whilst it is preferable that each part of CA4 contains 10% of dwellings with weatherboarding there are future phases of the Rothwell North site that include areas falling within CA4. The opportunity remains therefore for the requirements of the Design Code to be met elsewhere on site, particularly as it is such a small number of proposed dwellings.

Future applications will need to be determined on their merits and the decision to allow no weatherboarding here does not set a precedent for future applications including Character Area 4. For the reasons detailed above it is considered that the absence of weatherboarding is acceptable in this instance.

Another example is the distribution of house types in CA3 which at 24% detached, 29% semi-detached and 47% terraced is slightly different to the Design Code requirement of 25% detached, 25% semi-detached and 50% terrace. The key feature for CA3 is the feel of an urban core with more densely distributed housing and it is considered that this will still be achieved by the above distribution, which will maintain a more densely built-up street frontage. This slight deviation from the Design Code is, therefore, considered to be acceptable.

In conclusion it is considered that in all essential elements the proposal as submitted accords with the approved Design Code. Instances where the proposal does not accord with the Design Code are considered small and they do not result in a sufficient deviation to warrant a refusal of the application on Design grounds. It is therefore considered that the application accords with the relevant parts of the Design Code, Part 9 and 12 of the NPPF and Policy 8 and Policy 38 of the NNJCS and is acceptable in this respect.

Condition(s) are recommended to remove permitted development rights in relation to replacement windows or other alteration for public facing elevations along the Strategic Link Road; and relation to the need for internal alleyways e.g. plots 14-17 to be gated at the entrance.

7.3 Landscape: Further comments

The large area for landscape/ public open space shown within the red line of the RMA is in line with what has been identified through the outline and design code. However, a scheme of detailed planting landscaping is to be approved pursuant to the outline consent and also agreed in advance by the Council in relation to adoption by the Local Authority.

As these larger areas of Open Space within the site are to be adopted by the LA concerns about the maintenance and/or removal of planting along Parkland West can be addressed.

Within the detailed housing proposal or on the highway adjacent, a landscape planting schedule has been provided. This is considered suitable to be maintained by land owners/or the Highway Authority (in respect of street trees)

7.4 Residential amenity

The proposed 227 dwellings will have no adverse impact on the residential amenity (e.g. light, privacy or outlook) of existing residents, as the nearest existing dwellings are located on Barlow Close which is over 290m from the proposed nearest dwelling.

The site layout has been subject to three revisions to resolve concerns in relation to the wider issues of the Design Code (see above). During these changes care has been taken to maintain a proximity, orientation and relationship between dwellings

to ensure that the proposal would not result in an adverse impact on the future occupiers of these dwellings as a result of loss of residential amenity.

For the most part the separation arrangements and relationships between houses are acceptable, however in a few instances the back to back distances falls slightly below the 21m required in the Design Code, for example plots 69/82, 195/204, 196/206 have a 20.5m separation and plots 65/86, 103/122, 105/121 have a 20m separation. Due to the small number of plots and the very small reduction (from 21m to 20m separation, this is considered to be acceptable. There a number of other plots (63/89, 64/88 and 128/145) which have a back to back distance of between 19.5m to 19.7m. As there are only a small number of plots subject to this even smaller than required back to back distance it is considered that residential amenity would not be significantly affected and therefore the shorter back to back distance is to be acceptable in this instance.

There is a separation of 17.5m from 31/40 & 41. Plot 31 is an Affordable Housing bungalow. To facilitate the bungalow being provided here along with car parking the small reduction in separation distance is considered to be acceptable for amenity purposes. To limit overlooking from Plots 40 & 41 a condition is imposed requiring the rooflights to be obscure glazed.

Similarly, there are a small number of plots (18 in total) where the rear garden length for a 3-bedroom dwelling is below the 10.5m length recommended by the Design Code, however, in seven of the cases it only drops to 10m, and in none does the rear garden depth drop to less 9.5m. The 21m back to back distance between dwellings is maintained in all but two instances, Plot 105 and 146 are the exception with a back to back distance of 20m for Plot 105 and 20.5m for Plot 146, both have a rear garden length of 10m. In this instance, given the overall compliance with the design code, it is considered that this minor variation in the standards is acceptable.

It is further acknowledged that a balance has to be struck between the wider requirements of the Design Code in relation to the Character Areas, road widths etc. and the requirements for individual dwellings such as garden length. It is considered that the wider requirements of the Design Code are of more importance in this instance than the requirements for individual dwellings to ensure good placemaking is achieved. It is stressed however that this is the case here for several reasons, including i) the close proximity of a large area of Public Open Space (Parkland West) which means that residents with a slightly smaller garden than normal will have easy access to other amenity space, ii) the small number of dwellings that this relates to 8% of the total and iii) garden lengths have not dropped to less than 9.5m. The acceptance of reduced garden lengths on Phase 1 does not mean that a similar reduction will automatically be acceptable on subsequent residential phases, each deviation from the Design Code will be justified and assessed on a case by case basis.

The Design Code also includes a minimum rear to side relationship of 12m. There are a small number of plots which have slightly reduced back to side. These include Plots 23/24 (maisonettes) with a 10.5m, here there is a slight overlap to the flank wall of plot 25 but in the main the elevation overlooks parking spaces. It is a similar situation for Plot 139 (with a 11.3m separation distance) and Plot 163

(where the separation distance ranges from 10.5 - 11.5m). Plot 181 (a bungalow) 10.5m from the windowless wall of Plot 158. It is therefore concluded that these reduced back to side relationships do not result in adverse overlooking into neighbouring dwellings or gardens.

In conclusion the layout, orientation etc of the proposed is considered to be acceptable in terms of the impact on the residential amenity of future occupiers subject to a condition requiring the rooflights in Plots 40 & 41 to be obscure glazed. (to limit overlooking). The impact of Phase 1 of Rothwell North on existing dwellings in Rothwell is also considered to be acceptable. It is therefore considered that the application accords with the relevant parts of the Design Code, Part 5 and 12 of the NPPF and Policy 8 and Policy 38 of the NNJCS and is acceptable in this respect.

7.5 Highways

Responding to the LHA concerns:

The response of the applicants to the comments of the Local Highway Authority have been stated earlier. The LHA objection to the proposal on the grounds of the number of car parking spaces is examined below. The Design Code requires the following: -

1 Bed Dwelling	1 parking space
2 Bed Dwelling	2 parking space
2 Bed Dwelling	2 parking space
4 Bed Dwelling under 1, 275 sq ft	2 parking space
4 Bed Dwelling over 1, 275 sq ft	3 parking space

The breakdown of parking spaces provided in this application is as follows:

- 10 x 1 bed affordable – 1 space each (1 space required by the Design Code)
- 38 x 1 bed private – 2 spaces each (1 space required by the Design Code)
- 52 x 2 bed units – 2 spaces each (2 spaces required by the Design Code)
- 6 x 2 bed units – 3 spaces each (2 spaces required by the Design Code)
- 51 x 3 bed units – 2 spaces each (2 spaces required by the Design Code)
- 25 x 3 bed units - 3 spaces each (2 spaces required by the Design Code)
- 34 x 4 bed units – 3 spaces each (3 spaces required by the Design Code)
- 6 x 4 bed units – 5 spaces each (3 required by the Design Code)
- 5 x 4 bed affordable units – 2 spaces each. (1 of the units is under 1275sq.ft so only requires 2 spaces, the remaining 4 dwellings are 1339sq.ft so technically require 3 spaces– see below for comment on this point)

The Design Code requires a total of 450 parking spaces assigned to dwellings, the application provides 525 car parking spaces assigned to dwellings. The LHA comments in relation to room sizes are noted however all 1 bed roomed private dwellings are provided with 2 car parking spaces, so in relation to these dwellings the comment is not relevant.

44 dwellings are over 1, 275 sq ft, and these are the only dwellings which need to provide 3 car parking spaces. Of these 40 are provided with the required 3 car parking spaces (5 dwellings have more than 3 spaces) however given that they are only slightly above the size threshold (64 sq. ft) it is considered that 2 spaces would be acceptable as a minor deviation from the code, particularly taking into account the over provision of parking on site.

With visitor parking of 1 per 5 dwellings, so at 227 dwellings there is a requirement for 46 visitor car parking spaces. The application provides 64 visitor parking spaces, which accords with the Design Code. It is therefore considered that the application is acceptable in this respect.

An amended plan to show additional bin collection points is expected and members will be updated on this at committee. It is accepted that refuse vehicles stopping along the SLR will have implications on traffic flow however this will be for a relatively short period of time, on one day a week. The application is therefore, considered to be acceptable in this respect.

Similarly, an amended plan has been received showing additional tracking, visibility splays, a shed for cycle storage in the gardens of dwellings that don't have a garage or where the garage has been allocated for parking block and the replacement of small areas of grass between kerbs and edgings with block paving.

The minimum width between the openings to garages has been confirmed as 2.438m, enabling access by a domestic vehicle.

Informatives will be added to this the decision notice to restate the need for the Strategic Link Road and any adoptable highway elements (e.g. signage and highway trees) to have the necessary approvals from the Local Highway Authority.

Objections have been received in relation to the amount of traffic that this development, coupled with other consented developments in the area (eg Desborough South) and possible developments in future will generate and the impact this will have on Rothwell and Desborough. The impact of additional vehicles on the road network was considered at the outline stage of this application (and was also considered for applications such as Desborough South).

There was no objection from the Local Highway Authority to the original application subject to there being conditions, triggers for the SLR and the submission of an Updated Transport Assessment (based on the TA submitted in 2014) to ensure that the most up to date transport figures could be assessed along with any mitigation. This matter is currently being dealt with in relation to a discharge of condition application AOC/0461/0702 and the Highways Authority has been consulted as part of this process.

Responding on Fire and Rescue observations:

Northamptonshire Fire and Rescue have commented that i) The minimum width of the roads should be 3.7m; ii) Any turning circles between kerbs should be a minimum of 15.7m; iii) Access to the furthest point of any building from the road

should be 45m and iv) The road carrying capacity should be a minimum of 15 tonnes to accommodate a Northants Fire and Rescue pumping appliance.

Points i) to iii) are covered by Building Regulations and the adoption process would ensure that the road carrying capacity is fit for purpose.

Responding to comments by third parties on issue of residents needing to cross the SLR

It is noted that there have been objections received on the grounds that residents of Phase 1 will need to cross the continuing building site area to access facilities (e.g. Schools, medical facilities etc). The SLR contains a number of pedestrian refuge islands and pedestrian crossing points and a 3m wide Combined Foot and Cycleway adjacent to its northern side and a 2m wide footpath on the southern side. This should allow residents of Phase 1 to walk and cycle along or to cross the SLR in safety. It is therefore considered that the SLR will be a safe and attractive place for pedestrians and cyclists. Future phases of development of the SUE will also need to consider construction management and health and safety issues for existing residents.

In the eventuality that proposed roads (apart from the SLR) within the site are not put forward for adoption by maintained otherwise, a suitable condition as recommended by the LHA will be applied to deal with that.

It is considered that the layout based on the revisions is acceptable in relation to Highway matters and with the relevant parts of the Design Code, Part 9 and 12 of the NPPF and Policy 8 and Policy 38 of the NNJCS.

7.6 Flood Risk and drainage

The Lead Local Flood Authority (LLFA) had said they cannot comment on the reserved matters submitted, as the surface water drainage information does not contain sufficient information. Conditions 20 and 21 of the outline planning permission require full details of the surface water drainage scheme for the site and a detailed scheme for the maintenance and upkeep of every element of the surface water drainage system to be submitted to and approved by the Local Planning Authority prior to commencement of development. This matter is currently being dealt with in relation to a discharge of condition application AOC/0461/0704 and the LLFA have been consulted as part of this process.

As the LLFA have now confirmed that information as far as Flood Risk and surface water drainage for the area of phase 1 is concerned is satisfactory for the purposes of this application, this can be dealt with under the discharge of conditions.

7.7 Impact on Biodiversity

Section 40 of the Natural Environment and Rural Communities Act 2006 (NERC 2006) states that: *every public authority must in exercising its functions, have regard ... to the purpose of conserving (including restoring / enhancing) biodiversity.*

The impacts of the development on ecology were considered during the allocation of the site and determination of the outline consent. Policy 38 of the NNJCS requires a multi-functional buffer located between the northern edge of the proposed

dwelling and the southern edge of Rothwell Gullet, to help safeguard the biodiversity of Rothwell Gullet. This requirement was reflected in the Approved Design Code, with which this application must accord.

This requirement has been carried forward to the detailed layout of Phase 1 which includes a buffer area, known as Parkland West, between Rothwell Gullet and the proposed residential area. Parkland West is an area of Public Open Space, of varying width (between 47m – 50m) which will include Sustainable Urban Drainage play areas and footpaths etc). The location and design of the buffer zone accords with the approved Design Code and requirements set out in Policy 38 of the NNJCS in relation to Biodiversity.

Conditions 7 (protection of hedgerows), 8 (protection of nesting birds), 24 (Arboricultural method statement) and 25 (Ecological management plan) of the outline approval ensure that the proposal is implemented in manner which will result in an acceptable impact on biodiversity. These matters are currently being dealt with in relation to a discharge of condition application AOC/0461/0703 and the relevant ecological bodies have been consulted as part of this process. The County Council's Biodiversity team has commented on the revised planting plans for the main Public Open Space and requested changes to tree and shrub species which have been made and are now deemed to be satisfactory.

In addition to the above conditions Condition 15 requires each Reserved Matters application to be submitted with an updated species survey and mitigation proposal (based on the Environmental Statement of August 2014). This information was submitted as part of the application and has been consulted upon. No objections were received. It is considered that the mitigation proposals are sufficient in this respect.

The comments of Northants Badger Group in relation to the importance of the measures outlined in the Ecological Report and mitigation in relation to badgers being carried out are noted. An informative will be added to this permission reminding the applicant of the need to abide by the requirements of any Ecological measures approved under conditions 7, 8, 15, 24 and 25.

As a result of the points considered above the application is considered to be acceptable in relation to securing a net gain and enhancements to biodiversity in accordance with the NPPF and Policy 4 of the North Northamptonshire Core Joint Strategy.

7.8 Impact on Archaeology

Archaeology was a material consideration assessed at the outline stage of the application process. The outline permission included a condition in respect of archaeological works for the overall Rothwell North site. These matters are currently being dealt with in relation to a discharge of condition application AOC/0461/0704. The County Archaeology team confirm they have no comments as this application relates to appearance, layout and scale only. It is therefore considered that this application is acceptable with respect to archaeological matters and as such accords with the National Planning Policy Framework and Policy 2 of the North Northamptonshire Joint Core Strategy.

7.9 Response to comments raised on matters relating to Construction Traffic

The application has been objected to on the grounds it does not detail how construction traffic will access the site and that the plans should not be approved until the traffic management has been agreed.

Condition 19 of the outline permission requires the submission and approval of a Construction Management Plan (CMP) prior to the commencement of development on site, not before Reserved Matters applications on the site are agreed. An initial CMP has been submitted to the Council and an amended CMP has been subject to further consultation with statutory consultees and Rothwell and Desborough Town Council.

Options under discussion include the provision of a haul road accessed from the A6. In the event a suitable haul road cannot be agreed Persimmon has also offered to amend the S106 agreement so that the SLR will be open to the public to use before the 150th dwelling on site is occupied. This would be a more beneficial position and will result in a better solution than is currently agreed.

The principle of development was established through the planning permission granted for the outline development KET/2007/0461 and the Council is required to determine these applications on their merit.

A decision on the Construction Management Plan will be made in the normal manner in due course, recognising the engagement taking place between the LHA, the applicant's Highways advisors and Council Officers.

Other Issues raised by this proposal

Northamptonshire Adult Social Care has commented that all new homes should be built to accessible standards i.e. Homes for Life and HAPPI standards.

The HAPPI Standards have not been adopted by the Local Planning Authority and as a result the application cannot be assessed against them. Condition 10 requires the application to show the how the dwellings shall be constructed to achieve compliance with Part M4(2) of the Building Regulations 2010 (as amended) with a proportion of the dwellings constructed to achieve compliance with Part M4(3) of the Building Regulations 2010 (as amended). This covers accessibility and adaptability of dwellings and also wheelchair access for homes. Based on Site Plan all of the dwellings are part M4(2) compliant, and three of the dwellings are Part M4(3) compliant. This is considered to be acceptable in this instance and meets the requirements of policy 30 c) and Policy 8 e) of the North Northamptonshire Joint Core Strategy.

Air Quality

Concerns have been expressed about possible impact on the health of future residents of Rothwell North due to the SLR being routed through the centre of the development and lowering of air quality in Rothwell as a whole due to additional traffic. As has been explained above (see section on 'Design Code) it is not possible to alter the route of the SLR at this stage in the development process.

The impact of the application on air quality was considered during the outline application process and a Health Impact Assessment was submitted in support of the application. This concluded that the likely impact on health was considered to be negligible, *'as the air quality is not anticipated to deteriorate or become significantly different from what is experienced by Rothwell residents at the present time.'* No objections were raised in relation to air quality or health issues during the consultation on the outline application. Levels of NO² and particulates have subsequently been monitored in Rothwell Town Centre, however, this has not required the Council to establish an Air Quality Management Area (AQMA) as a result. It is not considered that the design of the road or volume of traffic along it will have a material impact on the health of future residents or existing residents (any greater than other development that is approved) To ensure receptors to any air pollution are minimised dwellings fronting the SLR are set back from the road at least 7m as required by the Design Code.

It is considered that the proposals are compliant with paragraph 181 of the NPPF and policy 8e) of the North Northamptonshire Joint Core Strategy and that the NPPF is very clear in Paragraph 183 that *'the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes).'* It goes on to state that *'Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities'*.

Access to public open space/ the town

In response to the comments received, selection of this part of the site for the first phase of housing construction means that Parkland West public open space will be available at an earlier stage in the development than otherwise, allowing residents opportunities for access to that open space for recreation. The advantage of earlier delivery of Parkland West, commensurate with Phase 1 supports the applicant's selection of the Phase 1 area for housing.

The selection of the first phase of development to the north side of the SLR does not create a disadvantage when considering connection routes to Rothwell. Between the land to the south of the RMA application site and the town there are large areas of land associated with Montsaye School and Rothwell Medical Centre which themselves limit restricting access other than connections to the existing road network B576 and A6.

Conditions

A total of 32 conditions were applied to the outline approval. As the outline and reserved matters application are intrinsically linked the conditions on the outline application do not need to be repeated on this approval.

There a few additional conditions arising from examination of he details. These are discussed under the relevant parts of this report.

Conclusion

The development proposed in this reserved matters application will deliver 227 well-designed new homes, both market and affordable housing. A sustainable residential development which builds upon the existing community of Rothwell will be achieved as required by the approved Design Code for Rothwell North.

The overall layout of street and connections will contribute to the creation of a permeable and legible public realm with the scheme benefiting from the public open space of Parkland West and North Green. The access and movement within the site is considered to be well-designed and in accordance with the Design Code and outline permission. The scale and appearance of the proposed dwellings is considered to be appropriate, which will create a suitably designed development. All material considerations have been considered including the impacts on the amenity of the nearest existing properties.

Subject to conditions it is considered that the proposal complies with Development Plan policies and the principles of the NPPF and the application is recommended for approval.

Background Papers

Title of Document:

Date:

Contact Officer:

Christina Riley, Senior Development Officer on 01536 534316

Previous Reports/Minutes

Ref:

Date: