

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	Mrs Sharon Boore		58	Disagree	<p>I can't seem to find any mention of schools in this proposal? This is an issue within Desborough. Both primary schools are full and Montsaye is already a very large secondary. If you build more houses then where are these new children going to attend school? Will you be expanding the current schools which I feel is not possible or building a brand new school? Where would you propose this to go? What about health resources? The doctors in Desborough are brimming! You cannot get a non emergency appointment there with in a fortnight. If an emergency you have to hang on the phone praying you get an answer. They are not coping as it is? The dentist in Desborough does not take new patients now so where will all new people who move into Desborough get seen? Improve on the old A6; Desborough is currently divided into 3 sections. The grange, the centre and all those to the left of the old A6. Make the old A6 a smaller road, with more crossings and speed calming measures. A roundabout instead of the crossroads at Marlow house where there are</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. Provision of schools and adequate medical facilities are an important consideration when planning future growth. Kettering Borough Council work closely with NCC education and health providers to ensure adequate provision is available for residents of new development. The next stage of the SSPLDD will include development principles to ensure that new development is accompanied by adequate provision of facilities. In Desborough a new primary school is also planned to be provided in the Sustainable Urban Extension North of the town to meet identified need for additional provision. Proposals have been included in the SSPLDD for improvements to Desborough town centre these include Environmental Improvements to narrow the old A6 and to improve the Gold Street/ A6 junction and opportunity sites within the centre to improve provision within the town.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	Mr Kevin O'Brien	0	365	Strongly disagree	<p>often accidents. Improve on what we have got before considering expansion. Desborough needs improving from within.</p> <p>Houses houses houses. Desborough is going through significant change and will continue to do so as proposed, yet the town is not ready for this. The current infrastructure is an after thought and would not sufficiently support the proposed additional housing. Consider today, 2012, we are in a water drought, so where's the additional water for the new families going to come from (let alone the builders whom I'm sure at a time of drought will be given a legal loophole to fit baths in new bathrooms that can't be used). The Hawthorns Leisure Centre was run down on purpose over several years as KBC have had long term plans to develop the area. Tailby Meadow does not need 102 houses built next to it. The new leisure centre is completely different to the Hawthorns version and has been built to accommodate residents on The Grange, pure and simple. Ignore the word 'proposal' - when</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. This SSPLDD paper identifies allocations for growth until 2031. Local plans must allocate a 5 year sustainable supply for future housing, which will in part inform the allocations across the wider 19 year period of growth remaining. The result is that growth more generally would be staggered across the period, rather than an immediate and absolute increase in the number of households. Growth stimulated by the proposed increase in housing would also lead to an increase in service provision. This document proposes a town centre boundary and a number of guiding design and development objectives, alongside opportunities for development which will be advocated if deemed viable. The provision of housing will stimulate growth and demand for these improvements</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	C.W Cross	Town Councillor	1461	No opinion	<p>the 102 houses are built on the Hawthorns site what leisure facilities which are here already will come into any plans? The skate park has just been voluntarily refurbished and within a couple of years will be the site of handful of terraced homes. The junior football pitch is to go at a time where GB is meant to promoting sport for all for the Olympics. It's immoral. The town centre is a joke. Nothing is being done to help it generate new business and support it. We have an abundance of takeaways, disproportionate to other shops- maybe it's because there's nothing to do here. Other than the Serena, where can you take the family for a meal out? Increase the population and impose on the new incumbents a town twinned with Royston Vasey.</p>	to the town centre.
					<p>Road required from Desborough Road to A14 (or A6) and going onto Rushton Road. At present we have one road from Harrington Road going through the centre of the town to divide eventually to either Rushton Road or Glendon Road. Most of</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. KBC works with the Highways Authority to ensure that development is sensitive to existing infrastructure. Any larger</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>the houses on route do not have the facility for parking off the road, some of these being terraced. Tesco's have a shop in the centre with delivery vans causing problems. Cecil Street consists of many pre-war houses and is a difficult road to tackle and should not take any more traffic. Tresham Street contains the fire station and again had its problems. Really the town needs the relief road or it is in danger of being a 'nightmare' for all. This relief road could take Desborough traffic and relieve Greening Road going onto the A14 The road from A14 or A6 Bypass needs to be built first going through Desborough Road to Rushton Road so that all contractors can use this rather than block up the Town Centre etc. when the houses are built.</p>	<p>sites would bring improvements to the highways network in order for any potential problems to be mitigated. Additional development would be required to fund the road beyond that proposed through the Rothwell SUE.</p>
11 Desborough	Laura Major	Crime Prevention Manager Northamptonshire Police	1847	No opinion	<p>NFRS note that the Kettering Fire Station site (KE/007) is identified as a preferred option to meet future housing requirement. It should be noted that this is reliant on an alternative location for Kettering Fire Station being identified and subsequently developed. In specific relation to</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. The police will be consulted on the design of the bridge as proposals progress.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	P Pybus	0	1455	No opinion	<p>Option 65, the Force has noted the comments within 11.0.19 'The only uncertain impact relates to crime and this could be mitigated through the design of the bridge'. The Force would welcome the opportunity to consult further on this aspect to ensure that there are no impacts on crime as a result of a policy identifying the need for a new railway bridge.</p> <p>Re an almost lack of publicity re this only meeting and insufficient information re the likely destruction of Hawthorns Leisure Centre at Desborough and houses on it site and green field. Dear Sir/Ms Please record this letter as my Objection to the minimal publicity for the "meeting" on 12th April. I only saw 1 item in Harborough Mail. Many more meetings were arranged to promote a new LC at the Grange which I understand is nothing like promotions. I am disappointed and dismayed by almost every aspect I learn about this site. I am aware a Petition of over 3500 signatures including mine was delivered to Kettering BC to keep the Hawthorns leisure centre open but was disregarded-</p>	<p>The purpose of this document is to identify potential development sites; the Hawthorns Leisure Centre site has been identified as a site which could come forward for development within the plan period. The future of the Hawthorns Leisure Centre is something which has been considered outside the preparation of this document. Option 66 is provided regarding the second phase of the Desborough Leisure Centre, and if adopted would ensure additional community facilities are provided and promote sustainability within the town. The allocation of housing must occur in line with national and local requirements. The housing allocations identified are as</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	Mr Andrew Maddison	0	1875	No opinion	<p>rejected. A misleading item was delivered to residents by Desborough Town Council which failed to draw attention to its likely destruction and omitted reference to housing development. After that item was issued I noticed an item on BBC Ceefax only that stated by East Northants CC will make £2 million available to repair and modernise two similar leisure centres nearby. I respectfully suggest similar funding should be obtained- preferably from Central Govt after increased VAT from 20% and forthcoming 20% VAT added to hot food in the best interests of the community Given this year of Olympics Desborough should not have to stand back and loose our Leisure Centre at Hawthorns. The Millennium Green at Desborough has a sign showing it is a "Breathing Space." Please do not under any circumstances allow houses to be built on the site of Hawthorns LC and do not destroy any part of its green field "Breathing Space" by houses.</p> <p>In relation to Sections 9, 10, 11 and 12, a number of the questions posed refer to whether</p>	<p>needed across the period of the plan, and as such sites must be identified. More information on this can be found in Background Paper: Housing Allocations. Open space is protected by existing policy and Option 51 proposes Historically and Visually Important Open Space which if adopted would ensure that any visually or historically open spaces are also protected.</p>
						<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					there are any 'specific design principles that should be applied to the identified sites'. Both the Force and NFRS would expect that any identified sites are built to the adherence of the principles of Designing out Crime in order to fulfil the requirements for full Secured by Design Accreditation, whilst also incorporating relevant community and fire safety measures. In specific relation to Option 65, the Force has noted the comments within 11.0.19 'The only uncertain impact relates to crime and this could be mitigated through the design of the bridge'. The Force would welcome the opportunity to consult further on this aspect to ensure that there are no impacts on crime as a result of a policy identifying the need for a new railway bridge.	SSPLDD Pre-submission. Other documentation such as Designing out Crime will continued to be considered in the evaluations of planning applications and in developing the specific design principles for sites.
11 Desborough	Mrs Leigh Parkin	Clerk Desborough Town Council	1922	Disagree	Unmarked question under 11.0.3, Page 85 - See attached document for Desborough Town Council's comments. Attachment available on consultation portal.	Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. Sites will be reviewed to take into account comments made.
11 Desborough	Mrs Leigh Parkin	Clerk Desborough Town Council	1932	Disagree	Historically and Visually Important Open Space, Page 89, 11.0.13 - it is recommended that site DE/142 is designated as a	Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	Goodman UK Limited	Goodman UK Limited	2070	Disagree	Historically and Visually Important Open Space due to the ancient and rare ridge and furrows which are the remains of Anglo Saxon cultivation. File Attached. Site DE.142 should replace site DE.013a. Attachment available to view on consultation portal. See attachment D2. Full attachment available to view on consultation portal.	DE/142 will be assessed as Historically and Visually Important Open Space prior to preparation of the next iteration of the plan. Thank you for your representations- these will inform the next iteration of the plan. Background Paper: Housing Allocations states within the Desborough Assessment Criteria matrix a number of sites, including DE/142, that are not suitable for development based on a number of assessed, varied criteria. As the SSPLDD does not consider sites in excess of 5ha across the whole of the plan, it is therefore not appropriate to make adjustments by including individual sites. The assessment of site DE.013a will be reviewed prior to preparation of the next iteration of the plan. The assessment of DE/0142 will be reviewed to take into account additional information provided.
11 Desborough	Pegasus Planning Group Lockington	Pegasus Planning Group Lockington	1933	No opinion	2.14 We support the inclusion of Land off Harborough Road (DE/062) as one of the preferred sites to meet Desborough's housing requirements. However, we would suggest that a dwelling	Thank you for your comments. As you state, site DE/062 has its merits and has therefore been proposed as a preferred option. Design principles for the sites would be prepared in accordance

D2

Ref 2070



This plan is a preliminary design and should not be used for construction purposes. It is subject to planning and other approvals. The client is responsible for ensuring that the plan is accurate and up-to-date. The plan is provided for information only and does not constitute a contract. The client is responsible for ensuring that the plan is accurate and up-to-date. The plan is provided for information only and does not constitute a contract.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>yield in the region of 150-170 dwellings is more realistic. This takes account of the inclusion of adequate public open space and a balancing pond as well as appropriate landscape buffers.</p> <p>2.15 The inclusion of DE/062 is informed by the Housing Allocations Background Paper (February 2012). This notes that the site has good accessibility to employment opportunities, the new Desborough Leisure Centre and the facilities that are likely to be delivered as part of the North Desborough SUE. The layout of the Harborough Road site will seek to encourage pedestrian/cycle access to these as well as the other town facilities. The proposals will also link up to the Green Infrastructure corridor by enhancing the existing byway that runs along the site's northern boundary. 2.16 The LDD asks whether specific design principles should be applied to the identified sites. The NPPF promotes high quality design as a core planning principle (para.17). Section 7 of the NPPF (Requiring Good Design) sets out detailed design policies. HLM is committed to delivering a high</p>	<p>with NPPF advice.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
11 Desborough	Charles Routh Natural England	0	1971	No opinion	<p>quality scheme, and is working to incorporate comments from the Joint Planning Unit urban design officer. 2.17 However, the NPPF states that design policies should avoid unnecessary prescription or detail (para.59). In addition, planning policies should not attempt to impose architectural styles or particular tastes (para.60). Any policies on design within the LDD need to be in conformity with this NPPF advice.</p> <p>We note that the Desborough allocations DE062 and DE142 (note that this is unclear as the DE142 is described as discounted in the table, but shown as being proposed on the map) may have negative impacts on the public right of way network. The same applies to the employment location.</p>	<p>Apologies due to any confusion arising due to the proposed and alternative options map. The proposed housing option near the DE/142 site is actually DE/013a which is formed from parts of DE/140 and DE/142. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission.</p>
11 Desborough	CJC Development Co. Ltd.		2033	Agree	<p>Site Specific Proposal Local Developments Document - Options Paper Allocation of Desborough North SUE After having reviewed the proposed Site Specific Proposals Local Development Document Options Paper, we, on behalf of our client CJC Development Co. Ltd., welcome the continued reference</p>	<p>Thank you for your comments, which will inform the next iteration of the plan. As shown in the Housing Allocations Background Paper site assessment matrix the site is seen as a suitable option for housing development and thus continues to be progressed.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>to 'Desborough North' as a key development location. Paragraph 3.1.3 of the Options Paper states that - The Joint Core Strategy will include strategic sites. This LDD will therefore only allocate sites below a threshold of 500 dwellings for housing or 5 hectares for employment. The strategic sites are shown on the maps in sections 9 to 13 of this document. Whilst the purpose of this Option Paper is to only allocate sites below a threshold of 500, 'Desborough North' is identified in Table 3 (page 16) within the - Emerging Allocations and Planning Permissions awaiting S106 - as providing 700 dwellings. The site has also been included on page 93 within the map of 'Desborough - Proposed Options' as a Sustainable Urban Extension (SUE). Development Plan Policy The principle of development of an SUE in Desborough is supported by two key Development Plan documents: North Northamptonshire Core Spatial Strategy (June 2008) Rothwell and Desborough AAP Submission Document (August 2010) North Northamptonshire</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>Core Spatial Strategy Policies 7 and 9 of the NNCSS outline the provision of a number of SUEs as a response to the Governments Growth Area Agenda. Policy 9 identifies the broad locations for SUEs as being at the 'Growth Towns'. However, the NNCSS acknowledges in paragraph 4.31 that 'smaller SUEs will be brought forward at the smaller towns' which include Desborough. The paragraph continues by stating that all of those SUEs [will] offer a wide range of dwelling types including both market and affordable housing; provide for employment opportunities; contain facilities that meet the needs of the entire community; and provide access to public transport and cycle/walking routes, ensuring a sustainable means of living for all. Rothwell and Desborough AAP Submission Document (August 2010) In paragraph 3 of the Desborough and Rothwell Area Action Plan, 'Desborough North' is identified as an SUE. The AAP stated: 'Land to the north of Desborough will accommodate built development for the sustainable urban extension to</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>Desborough' The site totalling 36 hectares will accommodate a sustainable urban extension of: - 700 dwellings. - Shops and other community infrastructure including a new primary school. - Enhancement and provision of open space, Desborough Green Space, biodiversity and green infrastructure. - Associated roads and other infrastructure. - Improved connectivity especially into the town centre, Rothwell and the wider area including a pedestrian and cycle bridge over the railway line and other improved cycleways and walking routes and public transport connections. - It is on this basis that an outline application was submitted in April 2011 under planning reference KET/2011/0235 for the provision of up to 700 dwellings including local centre, primary school, green infrastructure and creation of accesses on land to the North of Desborough. On the 31st January 2012, the planning committee of Kettering Borough Council resolved to grant outline permission subject to the resolution of a satisfactory S106. Since this resolution to grant, a</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 63 Preferred Option to meet Housing Requirement	Mr Paul Hodson		325	Strongly disagree	<p>number of meetings have been held with both Kettering Borough Council and North Northamptonshire Development Company in order to progress the S106. It is therefore anticipated that a completed S106 will be ready and submitted to the committee of KBC in June 2012. The reference to Desborough North as an SUE which is providing a sustainable amount of housing is welcomed by our client.</p> <p>Ref DE/013a The land off Braybrooke Road and bordering Arthingworth Road, National Grid Reference: Centroid SP 78969 83746 (MBR: 499m by 396m) SP78SE is listed on the Ancient Sites and Monuments Record - ref: 9980/0/10 - MNN136805 as a large example of medieval ridge and furrow. This site is enjoyed daily by numerous Desborough residents and should continue to be protected from any type of development.</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. The assessment of the site will be reviewed prior to the next iteration of the plan to take into account comments.</p>
Option 63 Preferred Option to meet Housing	Mr Steve Beard	Sport England	503	Disagree	<p>The Hawthorn Leisure Centre (Old Desborough Leisure Centre) is listed as a development site. The loss of the playing fields has been raised as a concern, which</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. The Desborough Leisure Centre is</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Requirement					has not yet been addressed.	designed to replace the Hawthorn Leisure Centre; it is for this reason that Option 66 has been included within this document.
Option 63 Preferred Option to meet Housing Requirement	Miss Ann Plackett	Regional Planner, East Midlands Region English Heritage	1719	Disagree	Option 63: Desborough Preferred Housing Sites DE/071 Eveden Factory 2 - This is the site of the CWS corset factory, a building of local importance because of the significance of the corset industry in Desborough. We recommend that this building is retained in employment use. Sustainability Appraisal In view of this, we do not agree that the impact on historic environment of developing this site for housing can be considered to be neutral.	Noted. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. Identification of DE/071 will be reviewed to take into account comments regarding the importance of retaining the building in employment use.
Option 63 Preferred Option to meet Housing Requirement	The Midlands Co-operative Society	Director The Midlands Co-operative Society	733	Strongly disagree	Desborough: Do you agree with the preferred sites identified? If not, please provide reasons. The Midlands Co-op has interests in the land, described as 'Desborough West' in the Housing Allocations Background Paper but otherwise known as Desborough Central (Site Reference DE.077). It has not been identified as one of the sites included in the Council's Preferred Options to meet the housing requirement in Desborough (Option 63 / Table	Thank you for your comments. The Site Specific Proposals LDD is being developed alongside the development of the Joint Core Strategy to ensure that the documents will conform with each other. The Rothwell and Desborough Urban Extension AAP is still being developed. Background Paper: Housing Allocation site assessment criteria matrix shows the Desborough North site (DE/078) performs better than Desborough Central (DE/077) on a range of

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>12); nor has it been included in the schedule of Discounted Options (Option 64). It is understood from the aforementioned Background Paper that one of the reasons the site has not been identified is because 'This is a strategic site' and as explained in paragraph 3.1.3 of the Options Paper 'The Joint Core Strategy will include strategic sites' which are those in excess of 500 dwellings, as is the case in this instance. The Midlands Co-op is concerned about the approach being adopted in this instance and that the site specific proposals are preceding the review of the Core Strategy. As stated above, the Site Specific Proposals Options Paper does not allow for any strategic sites in excess of 500 dwellings to come forward in the emerging Core Strategy; nor does it enable the benefits associated with sustainable strategic sites to be compared with the smaller sites which are being proposed as part of this development plan. It is therefore impossible to comment meaningfully on the sites which have been identified as Preferred</p>	<p>varied criteria, however, it may be possible that portions of the strategic site would be appropriate, as has been the case with DE/073 and DE/067 which have been identified as proposed options. The case for these sites should be made by developers, and would be subject to analysis by the Local Planning Authority.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>Options 'to meet the housing requirement' without knowing which site, if any, are to be identified as strategic allocations in the emerging Core Strategy and hence the requisite capacity of the non-strategic sites. The Midlands Co-op objects to the site analysis for Desborough Central, as contained in the Housing Allocations Background Paper. The site has been the subject of many detailed submissions over the last eight years. Of particular importance and relevance to the consideration of the site's suitability for development are: - Desborough Central Further Submission by Smith Stuart Reynolds on behalf of Persimmon Homes in December 2007; and, - The representations submitted (in two ring binder files as File 1 and File 2) to the Rothwell and Desborough Urban Extension AAP by SSR Planning on behalf of The Midlands Co-operative Society in January 2010. Taking each aspect in turn, the following comments are made: 1. A strategic scale site Desborough Central has always been promoted on the basis of its</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>ability to accommodate 700 dwellings because this has been the requirement of the local authority for Desborough's urban extension. It is therefore acknowledged that it is a strategic site as defined in the emerging Core Strategy Review; however, this is not to say that it could not provide for a lower number of dwellings and associated facilities on part of the site. It is therefore requested that this possibility is considered as part of the Site Specific Proposals DPD. 2. Significant impact on the population of Desborough In the context of the scale and location of development proposed at Desborough, the relevance of this statement is not understood. Table 3 currently indicates that 1,450 dwellings will be provided in Desborough over the plan period of which 702 dwellings could be provided on 'Sites with potential for allocation' and a further 700 at Desborough North. The Midlands Co-op continues to maintain that the allocation of the land to the north of Desborough fails two of the tests of soundness in that it is neither</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>justified, nor effective. The outstanding and detailed representations to the AAP propose changes to the wording of Policy 3 to enable the relocation of the urban extension to the west of Desborough; changes which continue to be justified by the raft of evidence which accompanied the representations. It can therefore not be the scale of development proposed at Desborough Central which would have a 'significant impact' on Desborough as it is within the requirement for the town. Further, if the impact is deemed to arise as a result of the increased demand for services and facilities generated by the additional population, full consideration should be given to the financial and other contributions to social and physical infrastructure which can legitimately be sought from the development. 3. Connectivity of the site to the rest of the town in December 2006, BWB Consulting prepared a report considering the relative transport connectivity and accessibility of the Desborough Central site, in comparison to the Preferred Option sites to the</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>north and north west of the town. This report was reviewed and updated in December 2009 in BWB's Accessibility Report which was provided to the Council as part of the submitted representations. Its conclusions state at paragraphs 6.1 - 6.4, inter alia, that: Without the bridge link in place, the Desborough Central site has better walking accessibility to the town centre than the preferred site (Desborough North). However, with the bridge link in place walking accessibility is similar. Facilities concentrated within the south western area of the town centre would be under 1 kilometre from the Desborough Central site. The Desborough Central site is best placed to take advantage of planned improvements for pedestrians and cyclists to the Rothwell Road corridor and the secondary school (now an Academy). Desborough Central has better access to existing public transport infrastructure than the Desborough North site. Based on the expected bus improvements, the Desborough Central site would have a similar</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>public transport Accessibility Index to the Desborough North site without the need for a costly fleet of electronic buses and would make better use of existing infrastructure. Overall, it is concluded that currently the Desborough Central site is more accessible to sustainable transport modes and local facilities than the Preferred Desborough North site. Doubts remain about the provision of access to adjoining sites, public transport improvements and the pedestrian bridge provision for the Desborough North site. However, even if this infrastructure were to be provided, the accessibility credentials of the Desborough North site would only be similar to those of the Desborough Central site. In addition the Desborough Central scheme would be the only option with an internal highway network providing strategic transport benefits to the town in the form of a high quality link to the A6 and all infrastructure for the site is deliverable and agreed with NCC; an issue which is considered further below. Consideration has</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>also been given to the provision of the new homes within easy access to jobs. This can be achieved at Desborough Central in three ways: i. Firstly, it is only with the provision of Desborough Central that it will be possible for the Council to secure the provision of the new link road, described below. The importance of this route is that it connects into the heart of the town and as a consequence it will act as a considerable catalyst for further investment in the town centre. ii. Secondly the Desborough Central option is the closest of the urban extension proposals to Rothwell North where new jobs will be provided, as part of the current mixed use development proposal and where there may be scope for further jobs to be provided in the future. Accessibility to these jobs will be easily achievable by pedestrians and cyclists who will benefit from the upgraded footpath and cycleway between the two towns, as well as users of public transport who will benefit from the improvements proposed to the local bus service. iii. Thirdly, by improving pedestrian and cycle</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>connections to existing employment areas in Desborough. 4. Significant access infrastructure required</p> <p>The provision of a link road between the A6 and Rothwell Road, through the Desborough Central site should be seen as an advantage rather than a disadvantage as it would provide a high quality link to the strategic highway network and consequently significant transport benefits to Desborough. In this context it should be recognised that two points of access are required for a development of 700 dwellings and the submitted proposals for Desborough Central has always provided for a link road through the site connecting the A6 and the B576. This road would provide significant transport benefits as a high quality link to the strategic highway network does not currently exist as the nearest junction to the town centre is located via the roundabout access at the western end of Braybrooke Road which is perceived by local residents as unsuitable for the amount and type of traffic which consequently</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>uses it. The other junctions used by traffic accessing Desborough are either a further 1.7 miles to the north at the A6/ Harborough Road junction or 1.8 miles to the south at the Rothwell junction of the A6/A14/Harrington Road. The introduction of the new link road will therefore be a significant benefit to the existing communities as traffic will have a convenient alternative, providing direct access to Desborough town centre. This direct access will also act as a considerable catalyst for further investment in the town centre, notably in Key Site 1 and the Lawrence Factory site and hence make a major contribution to the regeneration of Desborough. This road is an integral part of the proposals for Desborough Central which will only be secured if this development is able to proceed.</p> <p>5. Impact on the pocket park and LWS A combination of factors such as a lack of resources and the existing topography have hindered Desborough's Pocket Park's development, leading to it feeling separated from the existing development nearby and the wider landscape. In particular,</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>the existing footpath networks through the Pocket Park have little legibility, with blind corners and overgrown paths making it a vaguely uncomfortable place to visit. In comparison, a key element of The Midlands Co-op's proposals for Desborough Central provides for the Pocket Park's enhancement and enlargement to form the Town Park. This not only secures the provision of a green corridor throughout the development but also provides an important and attractive new facility for residents living on the western side of the town where there is a current deficiency in children's and young people's open space.</p> <p>6. The Rothwell and Desborough Sustainable Urban Extension AAP As stated above, The Midlands Co-operative Society (and Persimmon Homes before them) have been actively engaged in each and every stage of the lengthy consultation process associated with the preparation of the Rothwell and Desborough AAP. In the detailed representations and accompanying documentation, submitted on their behalf, it was</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>argued that the AAP is not sound, particularly in respect of the land north of Desborough's allocation as a sustainable urban extension which it is considered fails two of the tests of soundness in that it is not: o Justified as it is neither founded on a robust and credible evidence base nor the most appropriate strategy when considered against the reasonable alternatives; nor o Effective as it is not deliverable. With the publication of the NPPF, both of these tests continue to be applicable when assessing the soundness of development plans. The Midlands Co-op has sought assurances from the Council of its on-going commitment to the AAP and the use of the development plan process to determine the most appropriate and sustainable location for growth at Desborough. Although this commitment has been confirmed, it is now over two years since the pre-submission AAP was published for consultation purposes and yet the AAP has still not been submitted. Consequently, the soundness of the Plan, and in particular the allocation to the north of the</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>town, has not been examined as required by the Regulations and found to be sound. In these circumstances, it is not considered appropriate in advance of the requisite Examination and Inspector's report to dismiss the site to the west of Desborough on the basis that it was not identified as the preferred location for the SUE and should only be considered for development if it is identified that Desborough requires a further SUE in the later part of the extended plan period. 7. New Primary School and Site Viability It has always been accepted that the development of the land at Desborough Central would necessitate the provision of a new primary school. As part of the detailed proposals and submissions in support of the site's allocation, a site of 2 hectares for a two form entry primary school with associated sports facilities has been provided within the urban extension to enable the needs for primary education arising from the development to be met, whilst also facilitating the relocation of Loatlands Primary School, which</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>is currently operating at capacity on a restricted site. The school has been factored into the viability assessments which have been undertaken as part of the promotion of Desborough Central not least to ensure that it is deliverable. It is noted that Loatlands School is included within the schedule of Preferred Options as a potential site to meet the housing requirement. However, reference to the Housing Allocations Background Paper shows that the main constraint to the school's redevelopment is that it would necessitate a replacement to be provided 'elsewhere in the town'. Notwithstanding the identification of this requirement, the Options Paper has not identified a suitable site for the school's relocation. In the circumstances described, it is considered that the Council has failed to have full regard to the benefits of allocating land for an urban extension at Desborough Central. It is therefore requested that in taking the Site Specific Proposals document forward in conjunction with the emerging Core Strategy Review, full and detailed</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 63 Preferred Option to meet Housing Requirement	Ward		880	Strongly disagree	<p>consideration is given to the benefits of allocating land to the west of Desborough as an urban extension. Obviously, the range of benefits described above relate to the current proposals for 700 dwellings but that is not to say that part of the site could not come forward separately from the larger proposal, thereby making an important contribution to the regeneration of Desborough whilst meeting a proportion of its housing need.</p> <p>It is wrong that the emphasis on development areas being considered is heavily biased toward the North and West of Desborough and should not include DE/142 or DE/013a. Such development would cause an unbalances putting strain on the infrastructure and result in development not being centred on the nucleus of Desborough. The North and West of Desborough would become a large congested residential and industrial sprawl sandwiched and serviced/feed by the A6 bypass and the old A6 (The B576) with the town centre and the mainly unchanged East and South of</p>	
						<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission, however, as stated within Background Paper: Housing Allocations, there are specific reasons why the discounted sites would be less suitable than the proposed options. For example DE/064 was discounted because 'Despite the site being adjacent to settlement boundary, the site feels detached from the town and relates better to the open countryside. Highways capacity and access to the site is limited due to access being over the railway bridge and no presence</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 63 Preferred Option to meet Housing Requirement	0	HBH Developments Ltd	1173	Disagree	<p>Desborough stuck on the side. To address this some areas, or part of the areas, currently listed as discounted should be included, areas such as DE/075, DE/173, DE/063, DE/064 and DE/068. By spreading the development the result will be a more even and distributed development of Desborough centred on the town centre with a larger capacity for future growth.</p> <p>The 'Preferred Option Sites' to meet the identified housing requirement are not agreed. No objection is raised in respect of 'Preferred Option Site' numbers DE/ 062, 069, 070, 071, and 072. Objection is raised to other 'Preferred Option Sites' (DE/ 067, 73, 13a) on the basis that land south of Buxton Drive and east of Green Lane, which has not been assessed, is superior as an option to (at least part of) each of these Preferred Option Sites. The land south of Buxton Drive Desborough lies within the settlement boundary (as defined in the extant Local Plan for Kettering Borough (see separate response in respect of Question 44 on settlement boundaries)).</p>	<p>of a footpath on this side of the road. The development of this site would result in the requirement of a new primary school in Desborough; this may impact the viability of the site.' No additional information has been submitted which would alter the assessment of these sites.</p> <p>Newly proposed sites such as the land south of Buxton Drive will be assess in accordance with the methodology set out in the Housing Allocations background paper. Those sites which are allocated for development will be required to provide open space in accordance with the Open Space SPD.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>and is currently vacant. It is physically well-defined by existing hedgerows to the west, south and east (see separate response in respect of Question 27 re Historically and Visually Important Open Space HVI Open Space) and immediately adjoins existing development, with vehicular and pedestrian access available from Buxton Drive and Eyam Close. Development of the site, which could yield some 46 dwellings, would relate well to existing settlement form and give rise to less landscape impact than would the development of part of Preferred Options DE/067 and 069 and (as shown on the Preferred Options Plan) site DE/013a. In this respect, it is noted that in the Background Paper on Open Space and Allotments, in rejecting the site as a Historically and Visually Important Open Space, it was noted in the summary in Section 4 that 'This site (HVI/ 066) is largely screened from view by existing vegetation. It makes a limited contribution to the landscape to warrant this designation' In considering potential options for housing</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 63 Preferred Option to meet Housing Requirement	Mr Alan Smith	Planning & Biodiversity Officer The Wildlife Trust for Northamptonshire	2082	Disagree	<p>development, no consideration appears to have been given to the provision of open space to meet help meet existing open space requirements in Desborough. As acknowledged in the 2007 PPG 17 study (referred to in the Background Paper on Open Space and Allotments) there is a deficiency of play space in the west of Desborough. Land to the west of Arthingworth Road, between Arthingworth Road and the A6 is capable of development for a range of recreational uses, including neighbourhood and local play and associated informal recreation.</p> <p>From looking at the GIS / PC-based map layers provided to The Wildlife Trust by KBC, there are issues with the following sites : DE/072 - adjacent to Tailby Meadow LNR (the former Hawthorns Leisure Centre complex area).</p>	Thank you for your comments, which will inform the next iteration of the plan. Impact on Tailby Meadow will be further assessed.
Option 63 Preferred Option to meet Housing Requirement	Mr Alan Smith	Planning & Biodiversity Officer The Wildlife Trust for Northamptonshire	2090	No opinion	<p>This particular proposed development site for future housing allocation is a very sensitive one – in both an ecological and a strategic location context – and it is therefore likely to require a</p>	Noted. Impact on Tailby Meadow will be further assessed in consultation with the Wildlife Trust.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>degree of special consideration and careful attention to detail. The potential allocated development site lies immediately next to an area of land known as Tailby Meadow which is designated as a Local Nature Reserve (LNR). This LNR area is owned by Kettering Borough Council, and it is managed on their behalf by The Wildlife Trust for the benefit of both people and wildlife.</p> <p>The pre-eminent biodiversity interest of the Tailby Meadow LNR site is its grassland habitat area. This grassland is of a type that is both nationally scarce and also in decline – and the area existing at Tailby Meadow represents approximately 1% of the remaining national resource of such a habitat classification. In this regard, and under different circumstances (of timescale, site hierarchies and citation priorities), this scarcity and quality of habitat type could well have lead to Tailby Meadow achieving a statutory site designation as a Site of Special Scientific Interest (SSSI).</p> <p>The emerging proposals to re-develop the site of the former</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>Hawthorns Leisure Centre complex and its immediate environs are likely to lead to, at least, the following impacts upon the Tailby Meadows LNR either through direct or indirect effects :</p> <ul style="list-style-type: none"> • Loss of important grassland habitat area. • Increased visitor pressure – increased cat footfall, increased cat and dog presence, and increased dog fouling. • Increased potential for anti-social / undesirable activities (for example, trial-bike riding, fly-tipping, littering, etc.) • Increased water run-off from an adjacent area of built development – issues of both water quantity and quality. • Loss of amenity outlets (the Leisure Centre itself, and the Skate Park and the Playing Fields too) 	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>giving rise to increased pressure on the LNR.</p> <ul style="list-style-type: none"> • Loss of parking spaces / areas. • Potential problems with future access for undertaking management tasks on the LNR. • Potential problems with future access for livestock and welfare issues. <p>In addition to these several detrimental impacts that are likely to affect both the character and fabric of the actual Tailby Meadow LNR site area in and of itself, there are also significant concerns related to the strategic setting of this proposed development area and its associated effects. This potential allocated development site and the adjacent Tailby Meadow LNR area too, together with a whole</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>set of related / linked areas of land too, of course, lie wholly within the body of a major, strategic Sub-Regional Green Infrastructure (GI) Corridor route – and also close to its intersection with two separate Local GI Corridor routes too. Furthermore, in terms of the potential for future sustainable, high-quality, connected habitat areas, linked movement corridors and landscape-scale conservation approaches, this site location and Tailby Meadows LNR, together with a whole set of related / linked areas of land too, also now lie wholly within a part of the new Nature Improvement Area (NIA) designation in Northamptonshire.</p> <p>The Nene Valley Nature Improvement Area was announced by Defra in March 2012. The NIA contains a fragmented ecological network of statutory and non-statutory sites, which, in its current state cannot sustain the biodiversity found there. The Nene Valley NIA Partnership was formed by its stakeholders to enable a strategic and joined-up approach to establish a coherent ecological</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 63 Preferred Option to meet Housing Requirement	Ms Jennifer Dean	Planning Liaison Manager Anglian Water	2105	Agree	<p>We have assessed the proposed sites using a Red-Amber-Green process, please see attached. We consider adequate surface water disposal as a priority. Surface water should be managed in line with the surface water management hierarchy set out in Building Regulations part H, accordingly it has been assumed that there are no available surface water sewers within the vicinity of the development. Attachment available to view on consultation portal.</p>	Noted. Comments will be used to inform the next iteration of the Site Specific Proposals LDD.
Table 12	Mrs Sharon Boore	0	1	Strongly disagree	<p>NO NO NO! I feel that work and money needs to spent within Desborough before any expansion is made. Desborough is surrounded by beautiful country side with Arthingborough</p>	Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. This SSPLDD paper identifies allocations for growth until 2031.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Mr Paul Hodson		324	Strongly disagree	<p>road in particular being a perfect boundary. Enough damage has been done to Desborough and you are proposing building on farm land as oppose to looking within. Sort Lawrences site out first, sort the factory site first. Make the town centre a place where people want to visit. Look what happened when planning permission was somehow given to the monstrosity magnetic park by the Grange.</p>	<p>Local plans must allocate a 5 year sustainable supply for future housing, which will in part inform the allocations across the wider 19 year period of growth remaining- for this reason new sites must be allocated. 11.0.8 and 11.0.9 propose options aimed at improving the town centre, through the proposal of sites for redevelopment and through environmental improvements. If adopted these options would ensure that the town centre was redeveloped from within alongside any expansion.</p> <p>Thank you for your comments. The assessment of this site will be reviewed prior to the next iteration of the plan.</p>
Table 12	Mr Paul Hodson		675	Strongly disagree	<p>Ref DE/013a The land off Braybrooke Road and bordering Arthingworth Road, National Grid Reference: Centroid SP 78969 83746 (MBR: 499m by 396m) SP78SE is listed on the Ancient Sites and Monuments Record - ref: 9980/0/10 - MNN136805 as a large example of medieval ridge and furrow. This site is enjoyed daily by numerous Desborough residents and should continue to be protected from any type of development.</p> <p>The land identified on the sites and monuments register with one</p>	<p>Thank you for your comments. The assessment of this site will</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Ward		871	Strongly disagree	<p>of the very few examples of ridge and furrow field system should be given permanent protection as historically and visually important open space from all development. If it is essential (which I would strongly question) to built houses in this area it would make more sense to expand the area of DE/013a to the North East of Braybrooke Road and accommodate all the houses in this area. This would leave the land bordering Braybrooke Road and Arthingworth Road as the preferred designated permanent open space.</p> <p>It is important to maintain habitat corridors however unfortunately as Desborough expands it will impinge more and more on these unless careful thought is put into the positioning of future developments. The existing rail and road links already bisect these corridors and this has been increased significantly since the construction of the more recent Desborough and Rothwell bypass. The introduction of the bypass and new warehouse development at Desborough has</p>	<p>be reviewed prior to the next iteration of the plan.</p>
						<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission, however, sites DE/063 and DE/064 are described within Background Paper: Housing Allocations as follows: DE/063 'Accessibility to local facilities would require residents to cross the railway line, which is also a significant source of noise which would significantly reduce the capacity of the site. Highways access to the site is also limited.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>created an increase in road usage which is constant operating 24 hours a day 7 days a week. As a result, wildlife is being effected with safe movements through the area being impinged resulting in losses. Instead of considering areas DE142 or DE13a ,which are Greenfield sites, areas that are closer to the town centre should be considered for instance DE/075 (i.e. the Lawrence site) and also DE/063 and DE/064 (these two sites, according to a 19th century ordnance survey map, are the site of an old quarry)</p>	<p>There are no footpaths on this side of Pipewell road to accommodate travel by foot and limited capacity to accommodate them either. A new primary school is required in Desborough to accommodate additional development, this may affect the viability of this site.DE/064: ' Despite the site being adjacent to settlement boundary, the site feels detached from the town and relates better to the open countryside. Highways capacity and access to the site is limited due to access being over the railway bridge and no presence of a footpath on this side of the road. The development of this site would result in the requirement of a new primary school in Desborough, this may impact the viability of the site.' No evidence has been submitted which would alter the assessment of DE/063, DE/064 and DE/075.</p>
Table 12	Ward		873	Strongly disagree	<p>Any decision to development the green fields site DE142 or DE13a which adjoin Arthingworth Road and Braybrooke Road is fundamentally wrong. The group of fields that adjoin Arthingworth Road and Braybrooke Road are</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. The assessment of site DE/13a will be reviewed prior to preparation of the next iteration of the plan.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>of historical importance being medieval ridge and furrow (sites and monuments register ref 9980/0/10). Any development of this area in full or part will destroy what has until now survived. These fields should be designated as historically and visually important open spaces. They form part of the gateway into Desborough when approaching from the West and should not be destroyed. They are a constant visual reminder of the areas agricultural heritage and, in addition, offer families, dog walkers, disabled, cyclists and horse riders immediate access to the countryside whilst also offering them good views over the Welland valley, and in Desborough such easy access to the countryside is hard to come by since most roads run straight out of Desborough rather than skirting the edge. It would be a shame if this side of Desborough became irreversibly lost behind another housing estate, not only that but being in such a prominent open location the development would be visible for miles around and detract from the aesthetic look of this side of</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Mr Rod Adams		491	Strongly disagree	<p>Desborough.</p> <p>What thought has been given to the type of housing that is to be developed in this area of natural habitat and the attractive southern edge to the town. Careless planning will desecrate the views which the council's own document says is important to maintain. In a period of drought what extra supplies of water are being found to accommodate for the extra 100 plus residences. The sewage station on the south side of Desborough appears to be unable to cater for the existing needs as we regularly witness effluent in the form of raw sewage in the River Ise, not to mention the regular odours from the plant. What plans are there in the planning to increase the efficiency and the capacity of the sewage plant. Traffic in Desborough has increased with a steady flow of Heavy vehicles on even minor roads throughout the day to an alarming level. What plans are there for dealing with the increase of traffic that will come about with the proposed new development on the Hawthorns site.</p>	<p>Background Paper: Housing Allocations and Background Paper: Open Space and Allotments informed the preferred allocations to meet the housing requirements and historically and visually important open spaces. The papers went into considerable detail in the analysis of each site regarding the impact of the loss of open space and access, for example. KBC works with the Highways Authority, Anglian Water and other authorities to ensure that adequate infrastructure and services are provided with new development. Where necessary sites would bring improvements to the highways network and sewage infrastructure in order for any potential problems to be mitigated.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Mr Ben Thornely	Team Leader - Planning Liaison Environment Agency	1144	No opinion	<p>We agree with the preferred sites identified for Desborough and suggest the following specific design principles to be applied to the identified sites. DE/062 - DE/067 - DE/069 - DE/072 - DE/073 - DE/013a Land off Braybrooke Road (Parts of DE.140 and DE.142) This preferred site is greater than 1 hectare located in Flood Zone 1, (low probability of river and sea flooding as defined in the Technical Guidance of the National Planning Policy Framework. (NPPF) Paragraph 103 of the NPPF requires any planning application to be supported by a Flood Risk Assessment (FRA) as the proposed scale of development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. Any FRA should focus on the management of surface water for the development as well as considering the other different types of flooding as detailed in the Technical Guide to the NPPF. The Kettering and Wellingborough Level 1 Strategic Flood Risk Assessment should also be used to inform any site</p>	<p>Thank you for your comments. Noted. Comments will be used to inform the specific design principles for sites.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>specific FRA. Surface water run-off issues are a key factor for consideration. Any FRA must demonstrate that surface water run-off can be managed and the proposed surface water drainage system can cope with 1 in 100 probability plus climate change rainfall event without increasing flood risk to the site, surrounding area and third parties. The FRA must also demonstrate that post development run-off does not exceed pre-development run-off. To calculate Greenfield runoff rates, we accept the use of the IOH124 method (Chapter 7). For sites smaller than 50 ha this area should be used in the calculations and linearly interpolated down for the impermeable area proposed on the site. Growth curves may then be used to obtain the discharge rates for the 1 in 1, 1 in 30 and 1 in 100 probability rainfall events. Storage will be required for each event up to the 1 in 100 probability rainfall event and must include climate change. Please note that full calculations should be provided. Within the FRA, surface water run-off rates for the existing and developed site for</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>the 1 in 1 probability rainfall event, the 1 in 30 probability rainfall event and the 1 in 100 probability rainfall event and the attenuation volumes required including an allowance for climate change should be stated. The allowable discharge rates from the site should be based on the developed impermeable area rather than the site area as a whole. In addition, any FRA must confirm whether the site run-off will be restricted to the Qbar rate for all events or the Q1 for the 1 in 1 probability rainfall event, Q30 for the 1 in 30 probability rainfall event and Q100 for the 1 in 100 probability rainfall event using a complex control. Run-off and attenuation requirements should be provided in line with the requirements of the SFRA and Preliminary Rainfall Runoff Management for New Development Revision E. The maintenance and/or adoption proposals for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and the residual risk of flooding addressed. The drainage scheme</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>proposed should provide a sustainable drainage strategy to include Sustainable Drainage System (SuDS) elements with attenuation, storage and treatment capacities incorporated as detailed in the CIRIA SuDS Manual (C697). The hierarchy for surface water disposal encourages a SuDS approach. The second tier is discharge to watercourse and final stage is discharge to sewers. Percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. Should infiltration not be possible on the site, SuDS could still be utilised to convey and store surface water run-off. Areas of open space on the site could be utilised and SuDS features such as swales and ponds may added to the amenity and ecologic value of the site. Any FRA should also consider the possibility that the surface water system may fail / become blocked. Overland floodwater flood water should be routed away from vulnerable areas. For acceptable depths and</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>rates of flow, please refer to Environment Agency and Defra document FD2320/TR2 'Flood Risk Assessment Guidance for New Development Phase 2'. Further consideration should be given to safe access and egress for emergency services when site is flooded. These preferred sites lies less than 250 metres from a former landfill site. The proposed development should not increase the risk of landfill gas intrusion, however future developers should be advised of the presence of the former site as they may wish to carry out their own risk assessment. DE/070 This preferred site is less than 1 hectare located in Flood Zone 1, (low probability of river and sea flooding as defined in the Technical Guidance of the National Planning Policy Framework. The main flood risk issue to consider is usually the management of surface water run-off. Drainage from new development must not increase flood risk either on-site or elsewhere. Government policy strongly encourages a sustainable drainage system (SuDS) approach to achieve</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>these objectives. Guidance on how to address specific local surface water flood risk issues may also be available through the Strategic Flood Risk Assessment or Surface Water Management Plan produced. DE/071 This preferred site is less than 1 hectare located in Flood Zone 1, (low probability of river and sea flooding as defined in the Technical Guidance of the National Planning Policy Framework. The main flood risk issue to consider is usually the management of surface water run-off. Drainage from new development must not increase flood risk either on-site or elsewhere. Government policy strongly encourages a sustainable drainage system (SuDS) approach to achieve these objectives. Guidance on how to address specific local surface water flood risk issues may also be available through the Strategic Flood Risk Assessment or Surface Water Management Plan produced. These preferred sites lies less than 250 metres from a former landfill site. The proposed development should not increase the risk of landfill</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Mrs Paula Holmes		1202	Strongly disagree	<p>gas intrusion, however future developers should be advised of the presence of the former site as they may wish to carry out their own risk assessment.</p> <p>The suggestions of Loatlands School, the Eveden factory and worst of all the Hawthorns Leisure Centre are just plain wrong. The school is much needed and I believed it had been decided that it was to be removed from this list, Eveden's factory is an amazing building which everyone from miles around knows of and provides much needed skilled work, and the Hawthorns on many counts should be saved and not turned over to housing - so much of the land there would not be able to be used because of the low level and potential flood risk that it makes no practical sense. The site is difficult to develop, Tailby Meadow adjoins it and that fragile ecosystem would be put at serious risk if any development took place. Also, earlier in this document the approach is that playing fields should be safeguarded and excluded from built-up areas and that green</p>	<p>The Eveden Factory sites and Loatlands School would only be developed if the existing uses relocated. Further consideration will be given to the identification of these sites and the likelihood that they will become available within the plan period. The Hawthorns facility has been relocated to The Grange and the future of this site has been determined outside the preparation of the document. The site is available for development and therefore needs to be considered through this document.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12		Eveden Group Ltd	1294	Disagree	<p>space on the approach to towns should be kept. The proposal to develop the Hawthorns flies in the face of this stated approach and therefore makes no sense.</p> <p>We have been asked to submit comments on behalf of our clients Eveden Group Ltd. Whilst Eveden welcome guidance on the likely future use of their Desborough properties, the current management do not appear to have been consulted about the designation of their properties as likely future housing sites. Eveden are a UK based supplier of high quality, fashion conscious lingerie and bra-sized swimwear stocked in over 5,000 retailers including national and independent stores, as well as online, in more than 30 countries. Whilst Eveden also have offices in Paris (France), Lyon (France), Rennes (France), Krakow (Poland), Boston (USA), New York (USA) and Melbourne (Australia), Eveden's Global Head Office is based within the properties identified by KBC as DE/070 and DE/071, where they employ approximately 300 people. Eveden also operate a</p>	<p>Thank you for your comments. The potential allocations are not intended to impose restrictions on the continued use of the Eveden sites. The SSPLDD identifies suitable uses should the sites become available in the plan period. These sites would only come forward if Eveden no longer required the buildings. Inclusion of the sites will be reviewed to take into account likely unavailability of the sites.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>warehouse in Kettering. Eveden would be interested to understand how this designation of their property, as likely future housing, should be read in context with Section 5.1 of this consultation, relating to the safeguarding of employment land, and particularly paragraph 5.1.5 which states 'there are other key employers within the Borough which have expressed a desire will need to be safeguarded'. Eveden are concerned to ensure that this designation as housing does not then lead to a presumption against Eveden's continued operation in their current location. This includes KBC or NCC implementing policies that could materially affect Eveden's operation, performance or potential for growth (including but not limited to restricting connected development within the curtilage of their property or nearby in support of their business, implanting policies that could lead to increased costs of occupation, restrictions on staff parking, alteration to nearby roads or highways that could impede deliveries etc.).</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Ward		874	Strongly disagree	There has also been a lot of effort put into protecting the wildlife owing to the bypass being constructed and I seriously doubt that the proposed development of DE142 or DE13a would have a positive impact on the endangered Great Crested Newts in the area or birds such as the Skylark, Lapwing, Fieldfare, Redwing, Song thrush, and Bullfinch which can be found here. Any action which jeopardises these birds is a serious issue as these birds are on the RSPB's at risk register or indeed the foxes, badgers and minkjack deer that frequent this area. This area should be included as part of the GI corridors and HVI in order to ensure the future of the wildlife that lives and frequents it.	Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. Impact on ecology is an important planning consideration and the Council works closely with Natural England and The Wildlife Trust to ensure that future developments do not have an unacceptable impact on wildlife. The potential for this site to be designated as HVI will be assessed.
Table 12	Ward		876	Strongly disagree	Any development of areas DE142 or DE13a would obviously bring with it further noise, light and air pollution in addition to that already caused by the recently constructed A6 bypass. Another concern is that development of these areas would significantly increase road usage, especially as 200 houses equates to	Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. Assessment of DE/013a will be reviewed prior to preparation of the next iteration of the plan.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Ward		877	Strongly disagree	<p>possibly an extra 400 cars. Areas DE142 or DE13a are not that close to the town centre and as such there would be an increase in traffic using Braybrooke road/Gold Street and, as it stands Braybrooke road/Gold Street is already very congested and any increase in traffic volumes will only make this situation worse.</p> <p>Area DE/013a should not include any part of the group of fields that adjoin Arthingworth Road and Braybrooke Road owing to the historical importance of the medieval ridge and furrow (sites and monuments register ref 9980/0/10).</p>	<p>Thank you for your comments. Your comments will inform the next iteration of the plan- the SSPLDD Pre-submission. Assessment of DE/013a will be reviewed prior to preparation of the next iteration of the plan.</p>
Table 12		DLP Client Group	1071	Strongly disagree	<p>We object to the omission of site DE/077 as a preferred option to meet the housing requirement and object to the inclusion of sites DE/013a, DE/062 and DE/072. The majority of Site DE/077, excluding the existing pocket park off Prince Rupert Avenue, should be included as a preferred option. Site DE/077 abuts existing development to the west of Desborough and is contained by the A6 Desborough Bypass to the west and further existing housing to the north and</p>	<p>Thank you for your comments which will inform the next iteration of the plan. Whilst the assessment criteria matrices provide a good indication of the suitability of a site, the matrices and the individual ticks and crosses are not considered in isolation. Rather, each site is judged on its own merits, with the score informing evaluations of the cumulative impacts of the site. Site DE/077 is a strategic site and will be considered through the emerging Joint Core Strategy.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>south. In terms of its landscape and visual impact the site performs well. Appendix 1 of the Housing Allocations Background Paper - Desborough - Site Assessment Matrix identifies the site as being incompatible with neighbouring uses; given that the majority of neighbouring uses are residential this is an inaccurate conclusion to make. Whilst consideration would have to be given to the site's relationship with the A6 Bypass to the west, there is no reason why housing on this site would be anything other than compatible. The Housing Allocations Background Paper states within the table at Appendix 2 for Desborough - DE077 'Desborough West' that impact on the pocket park and Local Wildlife Site would need careful consideration. It is proposed that this area, at the eastern end of the site, be excluded and instead the boundary of the site should follow the existing agricultural field boundary. This would provide an opportunity to incorporate the pocket park into housing to the west of the town centre and into the Sub-Regional Green</p>	<p>However consideration will be given to the potential of smaller elements of the site to be identified within the Site Specific Proposals LDD. Any smaller sites would need to be assessed using the methodology set out in the Housing Allocations Background Paper.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>Infrastructure Corridor as shown on Figure 7.2 of the Options Paper. Appendix 1 of the Housing Allocations Background Paper, the - Desborough - Site Assessment Matrix, identifies the site as having an impact on a locally important wildlife site and/or a protected species which could not be mitigated. Notwithstanding the lack of evidence supplied to make conclusions regarding potential for mitigation measures, this assessment somewhat contradicts the Council's commentary on the site within Appendix 2 of the same Paper, which states only that these areas would need 'careful consideration'. The methodology and scoring for 'Landscape Impact' within the Housing Allocations Background Paper is unclear. Site DE/077 scores neutrally, stating that there would be no impact on landscape character. It is somewhat confusing therefore that sites where the landscape has a medium sensitivity to development would have a positive (tick) score and sites with a low sensitivity have a 'double</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>tick' score. Common sense would dictate that sites where development has no impact on landscape character would score highest in this category. Site DE/077 scores the worst possible score against 'Cultural Heritage', which the scoring methodology explains is an assessment against the site's likely impact on listed buildings, conservation areas, SAMs and Historic Parks and Gardens. However, having reviewed English Heritage's online National Heritage List 'Map Search', it would appear that the nearest Listed Building is the Grade II Listed 18-20 Lower Street, located over 300m to the east, beyond existing development. No other heritage assets are located anywhere within the vicinity of the site and as such, there is no reason why the site should not receive the highest score for this category. The site is available for development, with a single landowner meaning no land ownership issues would delay development at the site. The Scoring Matrix for the site accepts that there are no constraints at the site which</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>would prevent development coming forward and as such, it is argued that development on site could be delivered well in advance of 15 years and within the current plan period. As such, as a minimum, the site should score neutrally against deliverability and not receive a negative cross score. We object to the inclusion of DE/013a, land off Braybrooke Road, as a preferred site option. Little thought has been given to the potential to assimilate development at the site with the existing urban area. The site abuts agricultural land on three sides and is separated from the existing settlement edge by Arthingworth Road which currently marks a clear north western boundary to the town. The site has poor access to services within Desborough and its development would amount to a peripheral residential area, poorly related to the existing town. We object to the inclusion of site DE/062 as it is poorly related to the existing settlement and cut off from the town centre and its facilities by the railway line. The potential development</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>of Desborough North SUE cannot be relied upon to provide facilities for the site, particularly within the plan period, and an assessment should only be made in relation to existing facilities. Appendix 1 of the Housing Allocations Background Paper - Desborough - Site Assessment Matrix has assessed the site as having a positive (double tick) score for 'liveability' which assesses likely impact from railway and trunk roads. Given the site's location, sandwiched between the railway line and an existing employment area, which includes a significant amount of B8 (Storage and Distribution) space, there are likely to be impacts on residential amenity and as such the site should score, at best, neutral against this topic. The only possible access to the site is from a small section of the B576 between two existing roundabouts. The site abuts a four-arm roundabout to the north east which provides access to the employment site opposite. Development of site DE/062 must be given appropriate attention in terms of highway and safety considerations; a housing</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>development of circa 200 dwellings is not likely to be appropriate given these constraints. In view of the above, the deliverability of the site and its potential to meet the housing need of the District is questioned and it is considered unsuitable for development. We object to the inclusion of Site DE/072 as a preferred housing option. The site is located at the eastern-most extent of Desborough and therefore has poor access to services within the town centre. Access to the site would have to be gained from Sycamore Drive, an existing housing development to the north; housing development on DE/072 for over 100 dwellings would not be appropriate given Sycamore Drive's capacity for increased vehicle movements. Housing development would result in the loss of existing leisure facilities and open space, with facilities possibly relocating some distance away to the north of Desborough. The site is also constrained by flooding to the south which should be given particular consideration should the site come forward. The site is not</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 12	Mrs Paula Holmes	Secretary Desborough Community Development Trust	1227	Strongly disagree	<p>suitable for housing development, particularly at a capacity of 100 dwellings and alternatives, such as site DE/077 should be brought forward in its place.</p> <p>DCDT opposes the allocations made as there has been no public consultation about these before this paper was published. In the case of the Hawthorns Leisure Centre, the allocation flies in the face of approaches made earlier in this document that playing fields should be protected from becoming parts of built-up areas and that open space on the entrances to towns should be maintained. These approaches seem to have been forgotten. The people of the town have a right to put forward their own suggestions as they understand the needs of their town better than anyone. Localism supports this and the Trust strongly encourages KBC to start talking to the town and listening to the residents.</p>	<p>In preparation of this document, a period of consultation was held in March/April 2009 regarding any specific issues residents may have had- these issues, alongside evidence collated via the background papers led to the options being produced. This consultation period represented the chance for further public comment to be made regarding the specific sites, and will influence the next iteration of the plan. As the Hawthorns Leisure Centre represents development, the redevelopment of the site would not be considered inappropriate.</p>
Table 12	Mr Dale Robertson		1335	Disagree	<p>Development of Desborough Leisure Centre Site at the Hawthorns DE/072 1. Very disappointed at possible houses to be built on 'cricket field' as we</p>	<p>Thank you for your comments. The site has been proposed as it scores generally well in terms of a range of criteria listed in Background Paper: Housing</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
				<p>were told at the time of extending our own house in 1988 to overlook the cricket field that there was no chance of development as there was a covenant on the land for sports purposes only. 2. Access road via the Hawthorns to proposed development is totally unacceptable due to the width of the road. 3. If houses were to be built on the cricket field they would need to be far enough away so that they would not be overlooked. The windows in our upstairs lounge/bedroom directly overlook the area. Three storey buildings would likewise overlook our own house. 4. If development goes ahead the hedgerow bordering the field must be kept to retain the privacy of existing houses. 5. Development of the football field and leisure centre site would be a more suitable option as there is possible area for access at the far side of the field. The present football field is flat whereas the cricket field is 'bowl-shaped' and very prone to flooding. This would then leave the cricket field area as open green space for walking, impromptu sports etc. and would</p>	<p>Allocations and therefore is considered suitable for housing development. Any applications would still be subject to considerations such as the impacts to residential amenity, design and character and the impacts to the local environment, and applications could be conditioned so negative aspects- such as poor drainage- could be mitigated to within acceptable levels.</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 64 Discouraged Options	Tata Steel		1475	Disagree	<p>not have an adverse effect on the adjoining conservation area i.e. Tailby Meadow. 6. Worst scenario is that the leisure centre is closed and nothing done to safeguard the building and integrity of the area. The gate to the leisure centre needs to be closed and locked at all times to prevent joy riders etc. from using the area. We have had several problems in the past where we have had to involve the police. We hope that these comments will be taken into consideration.</p> <p>Dear Sirs Site Specific Proposals Local Development Document - Options Paper I am writing in response to the consultation on the above document on behalf of my client Tata Steel. This representation relates to section 11 of the document - Housing Allocations for Desborough and in particular land parcel DE/064. We believe that the land parcel should be brought into the Proposed Options and promoted through the Joint Core Strategy due to its sustainable location. With the very recent publication of the National Planning Policy Framework (NPPF) there is now</p>	<p>Thank you for your comments, which will inform the next iteration of the plan- the SSPLDD Pre-submission. Background Paper: Housing Allocations identifies that the site performs well in terms of accessibility, however, the assessment criteria matrix identifies other aspects of the site which suggest the site is less suited to housing. As a whole, there are other sites which appear to be more suited to housing development. The background paper refers to DE/064 specifically as follows :Despite the site being adjacent to settlement boundary, the site</p>

Section 11: Desborough

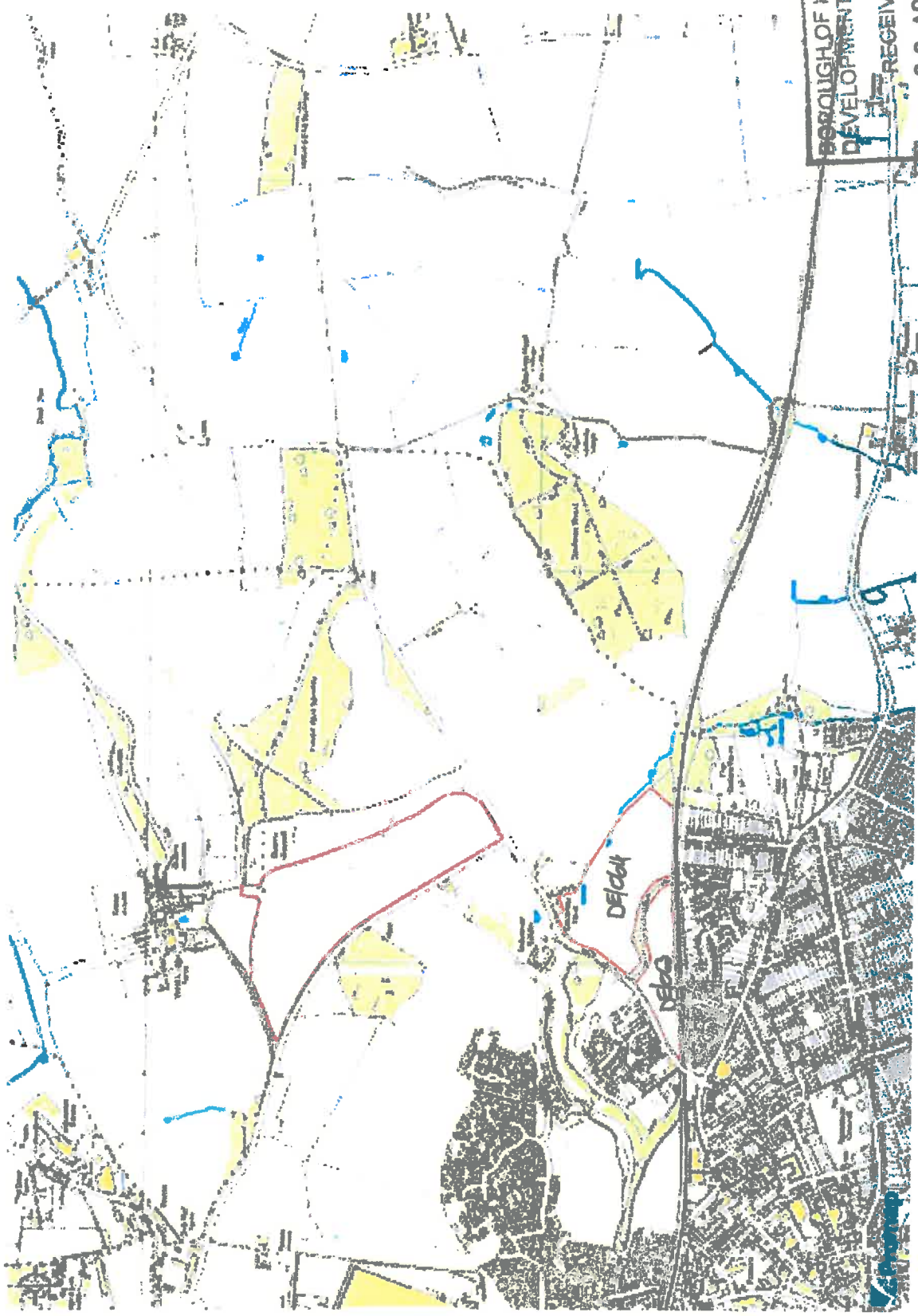
Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>a presumption in favour of sustainable development. The United Nations definition of sustainable development is quoted in the NPPF as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs' and lists five guiding principles - Promoting Good Governance - Ensuring a Strong, Healthy and Just Society - Living Within Environmental Limits - Achieving a Sustainable Economy - Using Sound Science Responsibly The NPPF goes on to state three dimensions to sustainable development: - Economic, - Social - Environmental. It is our argument that parcel DE/064 could be developed sustainably under the NPPF criteria for the following reasons: - It is located off of Pipewell Road and is therefore served by an established road. Our client would enter into S278 Highway Improvements if required. - Pipewell Road offers direct access to Desborough Centre. The CO Op supermarket is within 300m of the site. - The site is within 400m of Havelock Junior School and 800m of the</p>	<p>feels detached from the town and relates better to the open countryside. Highways capacity and access to the site is limited due to access being over the railway bridge and no presence of a footpath on this side of the road. The development of this site would result in the requirement of a new primary school in Desborough, this may impact the viability of the site. Site assessment will be reviewed to take into account comments.</p>

Section 11: Desborough

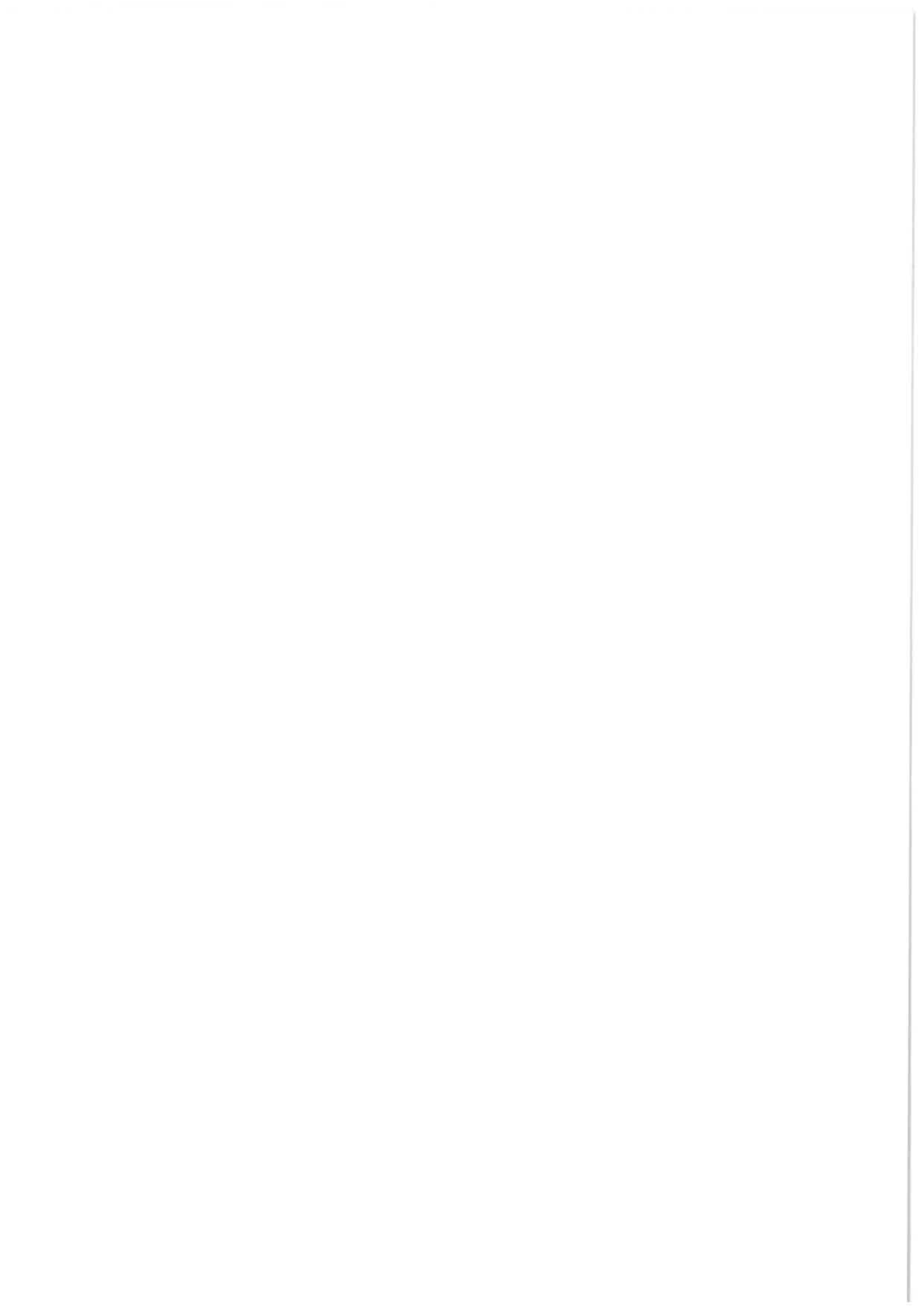
Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>proposed new Primary School at Desborough Grange II - The site is within 500m of the new Desborough Leisure Centre - Pipewell Road offers access to employment possibilities within Desborough and provides access to Corby 3 miles further afield where further employment opportunities can be found. - New development is located on Pipewell Road directly opposite the site to the north. This sets the precedent that residential development in this location is a compatible use. Existing residential development is also present within the general vicinity of the site, on the opposite side of the railway line to the south and Desborough Grange to the north - DE/064 could be well shielded from distant views by the planting of a wide tree and landscaping belt - The site is currently used for arable farming which does not provide good levels of biodiversity. A net gain in biodiversity will be able to be delivered through a suitably robust green infrastructure plan if the site were to be developed. - The site is deliverable and available - Tata would be willing</p>	

Ref 1475 &
1480

DI



BOROUGH OF KETTERING
DEVELOPMENT SERVICES
FILE RECEIVED
23 APR 2012
FILE



Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 64 Discounted Options	Tata Steel	0	1480	Disagree	<p>to promote the site for affordable housing delivery - There are no fundamental issues with the site, site specific proposals could be put forward quickly in light of the recent publication of the NPPF and subsequent withdrawal of most of the Planning Policy Guidance Notes we request that Kettering Borough Council should consider allocating this site as a Proposed Housing Option. As the Site Specific Proposals Local Development Document has been produced under the guidance of the previous PPGs and PPSs there could perhaps be an opportunity to reconsider the proposed allocations under the new NPPF by embarking upon a further Options Consultation. See attachment D1.</p> <p>I am writing in response to the consultation on the above document on behalf of my client Tata Steel. This representation relates to section 11 of the document - Housing Allocations for Desborough and in particular land parcel DE/064. We believe that the land parcel should be brought into the Proposed Options and promoted through</p>	Duplicate comment- see previous response.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>the Joint Core Strategy due to its sustainable location. With the very recent publication of the National Planning Policy Framework (NPPF) there is now a presumption in favour of sustainable development. The United Nations definition of sustainable development is quoted in the NPPF as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs' and lists five guiding principles - Promoting Good Governance - Ensuring a Strong, Healthy and Just Society - Living Within Environmental Limits - Achieving a Sustainable Economy - Using Sound Science Responsibly The NPPF goes on to state three dimensions to sustainable development: - Economic, - Social - Environmental. It is our argument that parcel DE/064 could be developed sustainably under the NPPF criteria for the following reasons: - It is located off of Pipewell Road and is therefore served by an established road. Our client would enter into S278 Highway Improvements if required. - Pipewell Road offers</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>direct access to Desborough Centre. The CO Op supermarket is within 300m of the site. - The site is within 400m of Havelock Junior School and 800m of the proposed new Primary School at Desborough Grange II - The site is within 500m of the new Desborough Leisure Centre - Pipewell Road offers access to employment possibilities within Desborough and provides access to Corby 3 miles further afield where further employment opportunities can be found. - New development is located on Pipewell Road directly opposite the site to the north. This sets the precedent that residential development in this location is a compatible use. Existing residential development is also present within the general vicinity of the site, on the opposite side of the railway line to the south and Desborough Grange to the north - DE/064 could be well shielded from distant views by the planting of a wide tree and landscaping belt - The site is currently used for arable farming which does not provide good levels of biodiversity. A net gain in biodiversity will be able to be</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 64 Discounted Options	Mr Alan Smith	Planning & Biodiversity Officer The Wildlife Trust for Northamptonshire	2081	Agree	<p>delivered through a suitably robust green infrastructure plan if the site were to be developed. - The site is deliverable and available - Tata would be willing to promote the site for affordable housing delivery - There are no fundamental issues with the site, site specific proposals could be put forward quickly In light of the recent publication of the NPPF and subsequent withdrawal of most of the Planning Policy Guidance Notes we request that Kettering Borough Council should consider allocating this site as a Proposed Housing Option. As the Site Specific Proposals Local Development Document has been produced under the guidance of the previous PPGs and PPSs there could perhaps be an opportunity to reconsider the proposed allocations under the new NPPF by embarking upon a further Options Consultation. See attachment D1</p> <p>From looking at the GIS / PC-based map layers provided to The Wildlife Trust by KBC, there are issues with the following sites : DE.173 - in the Ise Valley, presents an opportunity for</p>	<p>Thank you for your comments. With regards to the sites specifically within Desborough, site DE/077 is a strategic site to be considered through the Joint Core Strategy and DE/173 is</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>Biodiversity Action Plan (BAP) priority habitat grassland creation, near to Tailby Meadow Local Nature Reserve (LNR), important grassland corridor for connectivity / continuity. The main issues / opportunities around the topic of Local Wildlife Sites (LWS) would be the following matters : DE 077/173 on the River Ise corridor - therefore, offers meadow creation opportunities.</p>	<p>currently a discounted option for housing. Background Paper: Housing Allocations describes DE/173 as follows: 'Site is moderately accessible. Site is designated Natural and Semi-Natural open space and close to the Ise Valley as well as being located in GI sub-regional corridor. At present there is no obvious access to the site and capacity may be limited through the creation of an access across the front of an existing property. Development of this size is likely to result in the requirement for a new school in Desborough.' Given this, it has not been identified as a suitable site within this plan period.</p>
Table 13	Mrs Carole Preen		59	Strongly disagree	<p>There should be no more development south of the town, spoiling the green area and beauty of the Ise Valley. Desborough Town needs a lot of money invested in it as it currently has insufficient amenities to support the current population. The town centre shops have largely disappeared. We have lost our leisure centre. Public transport links to Kettering and Market Harborough (which</p>	<p>Thank you for your comments. The plan proposes development both within the town- through the opportunity sites listed under 11.0.8 and the development principles under 11.0.10. A number of sites have been located towards the edge of the town, however, as stated in Background Paper: Housing Allocations the sites proposed are deemed those most suitable. Proposals will be considered</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 13	Mr Kevin O'Brien		368	Strongly disagree	<p>you need if you have to buy anything) are only twice an hour and do not go on late enough. Taxi prices after 9pm are double the price, making Desborough quite cut off unless you have a car. Perhaps the Council should invest money in improvements in the town before building even more new housing.</p> <p>I saw that Dunelm Mill are having a site built in Kettering- was the Lawrence's site made known to them? It would be ideal for a Mill-type multi-retail outlet. 36 more households to support the town's takeaways. The planners seem to have missed the site of the public conveniences in the town. I'm sure a house or two could be fitted on there too.</p>	<p>against existing infrastructure. If the result of development was to exert too much pressure on infrastructure, improvements would be required.</p> <p>Noted. The Lawrence's site has planning permission for a supermarket and is discounted as a potential housing option in this document.</p>
Table 13	Mrs Paula Holmes		1209	No opinion	<p>Discounting the Lawrence Factory site because of its sacrifice to a supermarket is ridiculous when the original funding was granted to put in some social housing and with a proper development plan for the factory and site in general this could be achieved. On a Brownfield site too.</p>	<p>Thank you for your comments. As described in Background Paper: Housing Allocations, in addition to the pending application on the site for a supermarket, there are other constraints which impact on the suitability of this site for residential development.</p>
Table 13	Principal Transport	Principal Transport	752	No opinion	<p>Please refer to comments previously submitted by the NCC</p>	<p>Noted. Thank you for your comments.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Table 13	Planner Esme Hearne Ward	Planner Northamptonshire County Council	875	Strongly disagree	Highways Development Control team in relation to the specific sites. Sites DE/075, DE/063 and DE/064 are perfect sites for development and should not be discounted. They are on land that has at some time been used for industrial purposes, even though DE/063 and DE/064 are now currently agricultural land and they are very close to the town centre.	Thank you for your comments, which will inform the next iteration of the plan. Sites DE/063 and DE/064 have been assessed as not suitable for development within the plan period, as stated in Background Paper: Housing Allocations. Additionally, site DE/075 is the subject of planning application- KET/2010/0743, for a food store. No evidence has been provided which would alter the assessment of sites DE/063 and DE/064.
Table 13	0	Planning Consultant Berrys	1269	Disagree	Disagree with historical and visually important open space allocation for site 173. Unless it can be proven that the site is of historical significance the allocation should be removed. Stating something is visually important without fact is subjective and open to challenge.	Site 173/ HVI/055 has been assessed using the methodology set out in the Background Paper: Open Space and Allotments. It is assessed as being 'visually important open space providing the setting for Desborough and views and access to the Ise Valley'.
Table 13	Mrs Paula Holmes	Secretary Desborough Community Development Trust	1234	No opinion	The Lawrence Factory and site could be far better used for mixed-use than as a supermarket which would provide for long-term, sustainable development which would provide the town centre with a focal point (a heart).	Thank you for your comments, which will influence the next iteration of the plan. All applications for development are assessed to ensure that sustainable development will be achieved given the constraints on

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					It is not too late to do this and follow the original scheme for which grant funding was given rather than make a mistake and destroy a heritage asset which cannot be replaced. Any deterioration in the fabric of the building is at KBC's door as its owner and guardian - as it is in a conservation area.	site and the needs of the local area.
Question 40	Mr Darren Hale		55	Strongly disagree	The health check is not adequate and does not reflect the true nature of the town. It cannot be relied on to support the plan	Thank you for your comments which will inform the next iteration of the plan- the SSPLDD Pre-submission. The healthcheck was prepared in accordance with national guidance and involved a significant amount of survey work in the town. The options proposed within the document have a strong evidence base in the form of background papers.
Question 40	Ward		879	Strongly disagree	It is wrong that the emphasis on development areas being considered is heavily biased toward the North and West of Desborough and should not include DE/142 or DE/013a. Such development would cause an unbalances putting strain on the infrastructure and result in development not being centred on the nucleus of Desborough. The North and West of	Development which would strain infrastructure and could not be mitigated would not be considered sustainable and would therefore not be viable. However, many of the sites you have selected for specific reasons as outlined in Background Paper: Housing Allocations, and are not considered suitable. No evidence has been provided

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 40	Mrs Leigh Parkin	Clerk Desborough Town Council	1925	Disagree	<p>Desborough would become a large congested residential and industrial sprawl sandwiched and serviced/feed by the A6 bypass and the old A6 (The B576) with the town centre and the mainly unchanged East and South of Desborough stuck on the side. To address this some areas, or part of the areas, currently listed as discounted should be included, areas such as DE/075, DE/173, DE/063, DE/064 and DE/068. By spreading the development the result will be a more even and distributed development of Desborough centred on the town centre with a larger capacity for future growth.</p> <p>It appears that alternative sites (identified at the top of page 87) have been discounted. Desborough Town Council would like to continue to see the following Sites identified as development sites and opportunities in and adjacent to Desborough Town Centre: Site 2 - Factory Site, Station Road - Site 3 - Littlestones and Goodwins Factory - Site 6 - Factory premises at junction of Union Street/King Street</p>	<p>to alter the assessment of the sites listed.</p>
						<p>Thank you for your comments which will inform the next iteration of the plan. Background paper: Town Centres and Town Centre Uses explains that these sites should not be included as they do not relate strongly to the town centre- with limited town centre frontage. As they do not strongly relate there is not considered to be a need for a specific policy with regards to these sites. Redevelopment of these sites for appropriate uses could take place</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 40	Mrs Paula Holmes		1221	Strongly disagree	The health check was fundamentally flawed as there was no discussion with people who do not use the town. There are not many vacant units - the rate is below the national average and putting a supermarket in will not help that statistically. There is so much presented here which is very shallow and ill thought through that KBC should stop and rethink and consult with the town - and actually read the UDF rather than choose the bits it wants to. This is not Localism or any other coherent thought but just a cynical, quick fix which ill serves the town and its residents.	under the existing policy framework. Thank you for your comments. The background papers represent a robust body of work, and have been used to inform the SSPLDD document. Comments made by residents during this consultation will be taken onto account in the preparation of the next iteration of the plan.
Question 40	0	Eveden Group Ltd	1289	Disagree	We have been asked to submit comments on behalf of our clients Eveden Group Ltd. Eveden are a UK based supplier of high quality, fashion conscious lingerie and bra-sized swimwear stocked in over 5,000 retailers including national and independent stores, as well as online, in more than 30 countries. Whilst Eveden also have offices in Paris (France), Lyon (France), Rennes (France), Krakow (Poland), Boston (USA),	Thank you for your comments. Any improvements to the highways infrastructure would be confirmed as acceptable by the Highways Authority, with the existing requirements (such as access to the Eveden sites) being considered as part of this. The B576 is actually outside the proposed town centre boundary as shown on the Desborough Town Centre Options plan, however, the environmental

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>New York (USA) and Melbourne (Australia), Eveden's Global Head Office is based at Rothwell Road, Desborough, where they employ approximately 300 people. Eveden also operate a warehouse in Kettering. Eveden have the following comments on the Town Centre Options for Desborough: Eveden believe that the definition of the town centre should not include any part of the B576. Eveden's view is that the B576 should not be looked at solely within the context of the improvement of Station Road and the core of Desborough town centre. The arrangement and operation of the B576 should be considered separate to the town centre and should take into account the views of all users and stakeholders, including Eveden, as one of the town's major employers. As Eveden's property lies to the south of the Town Centre, and with the weight restrictions on the B576 south of Pioneer Avenue, the B576 provides the sole access route for deliveries and servicing to Eveden's Desborough sites. Eveden estimate that, 45% of their worldwide deliveries are</p>	<p>improvements suggested benefit the town centre, hence its inclusion for that purpose.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>routed to their Desborough facilities via the B576 and as such any alterations to this are likely to have an impact on their business. Eveden use a variety of delivery vehicles with the mainstay being the larger 40ft articulated lorries. Specifically, Eveden would resist the proposals to narrow the B576 to 7.2meters as outlined in the Desborough Town Centre Urban Design Framework. Eveden are mindful that the B576 was intended to form part of North Northamptonshire Cycling Network. Subject to agreement of the details, Eveden welcome the principle of creating dedicated cycle lanes along the B576 including past Eveden's premises. They have concerns whether the safety of road users, including cyclists, would be maintained were cycle lanes to be installed following a narrowing of the road, particularly if Eveden are to maintain the safe operation of deliveries to their premises. The proposed narrowing will also be in addition to the alterations required to the Gold Street/ Rothwell Road/ High Street junction required to facilitate the</p>	

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 40	Mrs Paula Holmes	Secretary Desborough Community Development Trust	1235	Strongly disagree	development of the Lawrence Site on behalf of Tesco. The health check undertaken was flawed and inadequate - a questionnaire and public consultation would have reached the whole of the town and not excluded those who do not use it at present. There was insufficient resource put into it. The UDF is mentioned but the statement taken from it is being used in isolation as that document focuses on refurbishing the Lawrence Factory and making that even more of a landmark building than it is. That will not happen if the factory is demolished to make way for a supermarket.	Noted.
Question 41	Mr Darren Hale	0	56	Strongly disagree	Road narrowing is NOT an environmental improvement. It slows traffic reducing air quality, noise and local connections.	Thank you for your comments. Road Narrowing would be an environmental improvement in terms of safety and pedestrianisation.
Question 41	Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	753	No opinion	NCC Highways supports in principle environmental improvements to improve the public realm of town centres such as Desborough as schemes such as these improve the town centre for pedestrians and cyclists, as part of a long term strategy, as	Thank you for your comments, which will inform the next iteration of the plan. KBC ensure that NCC Highways are consulted to ensure highways safety and the use high quality, appropriate materials.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 41	Mrs Leigh Parkin	Clerk Desborough Town Council	1926	No opinion	<p>outlined in Strategic Policy 24 in the Northamptonshire Transportation Plan (NTP). Environmental improvements need to be carefully designed and NCC is committed to working together with partners to identify appropriate schemes and balance issues associated with them such as the impact of removal of on-street parking. As Highway Authority, NCC has responsibility for maintaining the highway. Therefore the materials palette used for any public realm works need to be from a palette of materials agreed with NCC which takes into consideration the ongoing cost of reinstatement and maintenance, particularly at a time when funding is limited. Where existing highway materials are of good quality, and there are no capacity or road safety benefits, there is a reduced case for improving the public realm purely from a highway perspective.</p> <p>In view of the current planning discussions in respect of the s.106 for Planning Application KET/2010/0743 (Town Centre Improvements) it is difficult for the</p>	Noted.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 41	Charles Routh Natural England		1979	No opinion	Town Council to answer this question as this point. We note that 'environmental improvements' appear to be focussed on modifying roads, parking and pavements. Whilst Natural England has no local knowledge of the settlements concerned, we advise that the opportunity for using natural features such as tree planting should be considered. Urban tree planting has a range of social, economic and environmental benefits.	Thank you for your comments- emphasis on the use of natural features may be appropriate, though planting has already been included. Comments will be used to inform the preparation of detailed policies and proposals.
Question 41	Ms Jennifer Dean	Planning Liaison Manager Anglian Water	2100	Agree	Question 41 should consider surface water management measures such as rain gardens and green streets.	Noted. Comments will be used to inform the preparation of detailed policies and proposals.
Question 42	Mr Darren Hale		56	Strongly disagree	Road narrowing is NOT an environmental improvement. It slows traffic reducing air quality, noise and local connections.	Thank you for your comments. Road Narrowing would be an environmental improvement in terms of safety and pedestrianisation.
Question 42	Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	753	No opinion	NCC Highways supports in principle environmental improvements to improve the public realm of town centres such as Desborough as schemes such as these improve the town centre for pedestrians and cyclists, as part of a long term strategy, as outlined in Strategic Policy 24 in	Thank you for your comments, which will inform the next iteration of the plan. KBC ensure that NCC Highways are consulted to ensure highways safety and the use high quality, appropriate materials.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 42	Mrs Leigh Parkin	Clerk Desborough Town Council	1926	No opinion	<p>the Northamptonshire Transportation Plan (NTP). Environmental improvements need to be carefully designed and NCC is committed to working together with partners to identify appropriate schemes and balance issues associated with them such as the impact of removal of on-street parking. As Highway Authority, NCC has responsibility for maintaining the highway. Therefore the materials palette used for any public realm works need to be from a palette of materials agreed with NCC which takes into consideration the ongoing cost of reinstatement and maintenance, particularly at a time when funding is limited. Where existing highway materials are of good quality, and there are no capacity or road safety benefits, there is a reduced case for improving the public realm purely from a highway perspective.</p>	Noted.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 42	Charles Routh Natural England	0	1979	No opinion	question as this point. We note that 'environmental improvements' appear to be focussed on modifying roads, parking and pavements. Whilst Natural England has no local knowledge of the settlements concerned, we advise that the opportunity for using natural features such as tree planting should be considered. Urban tree planting has a range of social, economic and environmental benefits.	Thank you for your comments- emphasis on the use of natural features may be appropriate, though planting has already been included. Comments will be used to inform the preparation of detailed policies and proposals.
Question 42	Ms Jennifer Dean	Planning Liaison Manager Anglian Water	2100	Agree	Question 41 should consider surface water management measures such as rain gardens and green streets.	Noted. Comments will be used to inform the preparation of detailed policies and proposals.
Question 43	Mrs Leigh Parkin	Clerk Desborough Town Council	1930	Agree	Desborough Town Council agrees with the town centre boundary shown on the Desborough Town Council Options map.	Thank you. Noted.
Question 44	Mr Darren Hale		57	Strongly disagree	A bypass was built and now the proposal is to build up to it as a "sustainable" urban extension. An enclave to the north of Desborough would not link or enhance the town. It would certainly not be environmentally sustainable unless the plan has rigorous environmental policy, which it lacks. Large urban	The sustainable urban extension is identified within the Rothwell and Desborough Urban Extension Area Action Plan Submission Document. It is therefore outside the plan area for the Site Specific Proposals LDD and shown for information. The option to include policies such as a new railway bridge will

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 44		HBH Developments Ltd	1174	Disagree	<p>extensions are not appropriate for the town.</p> <p>The proposed settlement boundary in respect of Desborough is not agreed. In respect of land south of Buxton Drive, east of Green Lane, the settlement boundary as shown on the extant Local Plan for Kettering Borough should be retained. The area in question is referred to as Desborough Site reference 5 on the Desborough Proposed Settlement Boundary Plan and table in the Background Paper on Settlement Boundaries. This area is proposed to be excluded from the settlement boundary on the erroneous basis that the site is an open space, whereas the site is vacant land, with no formal public access. See separate representation in respect of Desborough 'Preferred Option Sites' for Housing.</p>	<p>improve links between the SUE and the town.</p> <p>The Settlement Boundaries Background Paper identifies principles with which to draw settlement boundaries across the whole of the Borough. These principles require the boundaries to be drawn tightly around the built up framework. The site at Buxton Drive will be considered in accordance with the methodology set out in the Housing Allocations background paper and if considered appropriate for allocation would be included in the boundary.</p>
Question 44	Mrs Leigh Parkin	Clerk Desborough Town Council	1931	Disagree	<p>Desborough Town Council does not agree with the proposed settlement boundary. Page 21, Principle 3 states boundaries will exclude: Playing fields or open space at the edge of settlements (existing or proposed). Taking this statement into consideration</p>	<p>Thank you for your comments. The background paper acknowledges that 'Development of this site would result in loss of a leisure facility and open space in this location', however, the Desborough Leisure Centre will provide leisure facilities and the</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 44	Pegasus Planning Group Lockington	Pegasus Planning Group Lockington	1939	No opinion	<p>the site DE/072 should not be included within the settlement boundary as it is an existing green space on the edge of the settlement.</p> <p>2.18 Option 6 proposes that a policy identifying settlement boundaries is incorporated into the LDD. This option (as opposed to the criteria based approach of Option 7) is supported, since it conforms with paragraph 154 of the NPPF by setting clear policies on what will or will not be permitted and where. 2.19 Land at Harborough Road is already within the settlement boundary as defined by the Kettering Local Plan. The allocation of the site for residential development within a clearly defined settlement boundary is supported.</p>	<p>site has been previously built on (the Hawthorns Leisure Centre itself) so is not deemed unsuitable for housing.</p> <p>Noted. Thank you for your comments. As you say the site would continue to remain within the settlement boundary.</p>
Question 45		HBH Developments Ltd	1172	Agree	<p>Land to the west of Arthingworth Road, Desborough, between Arthingworth Road and the A6, should be considered as a potential allotment site, as part of a larger site suitable for recreational open space use</p>	<p>Thank you for your comments which will inform the next stage of the plan. This site is currently preferred as a potential housing allocation (DE/013a) but will be considered.</p>
Question 45	Mrs Paula Holmes		1223	No opinion	<p>What about the Hawthorns - the recurrent theme throughout this document is KBC wants to protect heritage and open space</p>	<p>The future of the Hawthorns Leisure Centre is something which has been considered outside the preparation of this</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 45	Mrs Leigh Parkin	Clerk Desborough Town Council	1936	Agree	<p>but only after it has sold off Desborough's assets. Too late for these - not yet if KBC takes this seriously and stops the destruction now.</p> <p>A further 10x (5 pole) allotments have been identified on the current allotment site situated off Rushton Road next to the Cemetery. It is noted that the proposed Grange Phase 2 housing development includes the provision for allotments.</p>	document, only the potential future uses of the land are discussed.
Question 45	Pegasus Planning Group Lockington	Pegasus Planning Group Lockington	1940	No opinion	<p>2.20 The Open Space and Allotments Background Paper identifies a need for allotments in Desborough. There should not be a requirement to provide allotments as part of allocated housing sites. Allotments sites should instead form separate allocations.</p>	Noted. Provision of allotments will be sought in accordance with the Open Space SPD.
Option 65	Mrs Leigh Parkin	Clerk Desborough Town Council	1934	Agree	Desborough Town Council agrees with this policy.	Noted.
Option 66	Mr Steve Beard	Sport England	505	Agree	A development contribution is sought for phase 2 of the new Desborough Leisure Centre, Whilst this would be supported it was understood that the Leisure centre was to be funded under the Phase 2 of the grange housing development.	Thank you for your comments. Phase 2 of the Grange may contribute to Phase 2 of the Leisure Centre, but it is appropriate for other development within the town to contribute to this facility.

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Option 66	Mrs Paula Holmes	0	1224	No opinion	The Hawthorns was not supposed to close until there were more facilities at the Grange Leisure Centre according to Policy D9 of the Local Plan 1995. Nowhere was there any reference to contributions to this and surely with all the money KBC will be receiving from selling Desborough's assets then it can afford to use some of this on the town it has asset stripped? There is a suitable place for a community centre - as the funding given to KBC to buy the site identified - the Lawrence Factory site!!! What a circular argument - if the town gets any money and a site is earmarked what guarantee is there from KBC that it will be developed as this has not happened in the past?	Thank you for your comments. Policy D9 of the Local Plan has not been retained and is therefore not referred to in this document. Local facilities have recently been provided by the Desborough Leisure Centre. This option proposes a policy to promote phase 2 of the Leisure Centre which if adopted will secure additional facilities. Policies such as this show that KBC is committed to providing more facilities and investment within Desborough in the future.
Option 66	Mrs Leigh Parkin	Clerk Desborough Town Council	1935	Agree	Desborough Town Council agrees with this policy.	Noted. Thank you.
Option 66	Mrs Paula Holmes	Secretary Desborough Community Development Trust	1238	Strongly disagree	The Hawthorns should not be closed and then the town would have more facilities than it has now without having to fund these. The land at the Hawthorns should be protected as it is a historically and visually important open	The Hawthorns Leisure Centre site has been identified as a site which could come forward for development within the plan period. The future of the Hawthorns Leisure Centre itself specifically is something which

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 46	Mr Kevin O'Brien	0	370	Strongly disagree	<p>space with its spectacular views and its position next to Tailby Meadow.</p> <p>There is already meant to be a community facility in the Dunkirk Avenue Recreation Ground. Where is it please? Phase 2 of the Desborough Leisure Centre should be to refurb and then maintain the Hawthorns and its surrounding facilities, i.e. tennis courts, skate park etc...</p>	<p>has been considered outside the preparation of this document.</p> <p>Thank you for your comments, however, though it was raised within the Desborough Urban Design Framework (2004), there appears to be no current development plans for the Dunkirk Avenue Recreation Ground. The Hawthorns Leisure Centre site has been identified as a site which could come forward for development within the plan period but the future of the Hawthorns Leisure Centre itself is something which has been considered outside the preparation of this document.</p>
Question 46	Mrs Paula Holmes	0	1225	Strongly Agree	<p>Yes in the factory on the Lawrence site for which grants were obtained and a vision produced.</p>	<p>Thank you for your comments. Use of the Lawrences site for a community centre was considered but the scheme was not viable.</p>
Question 46	Mrs Leigh Parkin	Clerk Desborough Town Council	1937	Agree	<p>Desborough Town Council has identified through a Community Facilities Questionnaire distributed to all households in the town and with the imminent closure of the Hawthorns Leisure Centre that additional community facilities are needed in or adjacent to Desborough Town</p>	<p>Thank you for your comments, which will inform the next stage of the plan. The questions sections will not be progressed in the next stage of the plan so the rephrasing of the question is not required.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
Question 46	Pegasus Planning Group Lockington	Pegasus Planning Group Lockington	1941	No opinion	<p>Centre. The Town Council recommends that the wording of the question be changed to read: Is there a need for additional community facilities in or adjacent to Desborough town centre which are not already provided elsewhere? A suitable building has been identified by the Town Council in conjunction with KBC adjacent to the town centre.</p> <p>2.21 Question 46 does not invite comments upon Option 66 and 67, i.e. whether a policy requiring contributions to Phase 2 of the Desborough Leisure Centre should be included in the LDD.</p> <p>2.22 Where financial contribution requests are made for community facilities, these must satisfy the legal tests of Regulation 122 of the 2010 CIL Regulations. No case has yet been made by the Council that would justify a contribution to the Desborough Leisure Centre. Even if the Council were able to substantiate financial contributions to the Desborough Leisure Centre, requests must be made in accordance with paragraph 173 of the NPPF. This requires LPAs to test the impact of financial</p>	<p>Thank you for your comments. KBC would ensure that CIL contributions would be viable and therefore in compliance with national policy, though the decision whether contributions should be made via CIL or section 106 agreement is yet to be finalised.</p>

Section 11: Desborough

Subject	Full Name	Organisation Details	ID	Your view	Reason for comment	KBC response
					<p>contribution requests on the viability and deliverability of development proposals. Unless the Council can be sure that the requested contributions wouldn't impact upon viability, then a policy should not be included as it would not be consistent with NPPF advice.</p>	