

BOROUGH OF KETTERING

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| Committee | Planning Committee | Item No. 4 |
| Report Originator | Louise Haggan-Craig, Development Officer Louise Holland, Development Officer | |
| Wards Affected | All | 19th March 2013 |
| Location | East Kettering Sustainable Urban Extension, East of Kettering | |
| Proposal | Approval of Conditions: 65 - Stage 2 Flood Risk Assessment 83- Access Phasing Plan 85 - Weekley/Warkton Avenue TIA and 86 - Elizabeth Road TIA. | |
| Applicant | Alledge Brook LLP | |

1. Purpose of Report

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

Conditions were attached to the planning permission (91 in total) and a S106 agreement was completed. Work started early in 2012 to discharge pre commencement conditions. The planning permission requires that a number of conditions are discharged prior to the submission of reserved matters; an application for the approval of all reserved matters relating to one development parcel must be submitted by 31st March 2013.

This report provides the details and recommendations for four conditions which have been submitted relating to the Stage 2 Flood Risk Assessment (FRA), Access Phasing Plan, Weekley/Warkton Avenue TIA and Elizabeth Road TIA for East Kettering.

2. Recommendation

Condition 65 Stage 2 Flood Risk Assessment

It is recommended that following document be approved and condition 65 be discharged:

East Kettering SUE Stage 2 Flood Risk Assessment in Support of Discharge of Planning Conditions C61, C64 and C65 and Appendices A – J (Rev A).

Project Ref: 25134/010 Doc Ref: 25134/010/01 A dated February 2013. Prepared by Peter Brett Associates. Received 1st March 2013.

Condition 83 Access Phasing Plan

It is recommended that the following document be approved and condition 83 be discharged:

East Kettering Sustainable Urban Extension Development. Traffic Access and Impact Assessment – Phasing. Revision 5 dated 12th March 2013. Discharge of Condition 83 of the outline planning permission KET/2007/0694 and KET/2008/0274. Project Ref: 25134/001 Doc Ref: 001. Prepared by Peter Brett Associates. Received 12th March 2013.

Condition 85 Weekley/Warkton Avenue TIA

It is recommended that the following document be approved and condition 85 be discharged:

East Kettering Sustainable Urban Extension Development. Traffic Access and Impact Assessment - Weekley-Warkton Avenue and associated junctions, and Elizabeth Road access junction and link road dated 1st March 2013. Project Ref: 25134/001. Prepared by Peter Brett Associates. Received 1st March 2013.

Condition 86 Elizabeth Road TIA

It is recommended that the following document be approved and condition 86 be discharged:

East Kettering Sustainable Urban Extension Development. Traffic Access and Impact Assessment - Weekley-Warkton Avenue and associated junctions, and Elizabeth Road access junction and link road dated 1st March 2013. Project Ref: 25134/001. Prepared by Peter Brett Associates. Received 1st March 2013.

3. Background Information

3.1 Relevant Planning History

KET/2007/0694 – Outline application for 5,500 dwellings and related development (APPROVED) - 1st April 2010

KET/2008/0274 – Outline application for 5,500 dwellings and related development (APPROVED) - 1st April 2010

AOC/0694/0701 – AOC/0694/0706 – Various approval of condition applications (APPROVED) - 18th September 2012 and 18th December 2012.

3.2 Site Description

Kettering East is an area of 328.5 hectares to the east of Kettering and Barton Seagrave. The site is positioned adjacent to existing development on the town's edge, bounded by the A14 trunk road to the south and open

countryside to the north and east. The site comprises arable farmland, allotments and some woodland. The only buildings located within the development site are those at Poplars Farm within the northern part of the site.

3.3 Constraints

Mineral consultation area 2004, flooding, protected species, trees/hedgerows, archaeology, contaminated land, bridleways and footpaths, potential wildlife sites.

3.4 Environmental Impact Assessment

As the original outline planning applications (KET/2007/0694 and KET/2008/0274) were EIA development, these applications for the approval of conditions (AOCs) which relate to the outline permissions are also regarded as EIA applications. Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (which came into force on 24th August 2011) subsequent EIA applications include reserved matters and matters requiring approval before development can commence e.g. approval of conditions.

As part of the requirements contained within the Regulations, Screening opinions have been carried out on the four submitted AOC applications. The local planning authority has adopted the screening opinion that the proposed development as described the applicant is EIA development but that the original Environmental Statement (ES) (original dated July 2007) as amended August 2008 and January 2009 accompanying KET/2007/0694 and KET/2008/0274 adequately addresses the environmental effects of the proposals. Therefore in accordance with Regulation 8 (2) no further ES is required. Under Regulation 8 (2) where the environmental information before a local planning authority (submitted with an original application) is adequate to assess the environmental effects of the development, that information shall be taken into consideration in the determination of a subsequent application. The original ES has therefore been taken into account and considered in the assessment of each of these AOC applications, the officer's recommendations and therefore the determinations.

4. Approval of Condition Applications

4.1 Condition 65 – Stage 2 Flood Risk Assessment

4.1.1 Policy Framework

- ◆ National Planning Policy Framework
- ◆ East Midlands Regional Plan
- ◆ North Northamptonshire Core Spatial Strategy

The National Planning Policy Framework (NPPF) states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk but where development is necessary making it safe without increasing flood risk elsewhere. Local planning authorities should only consider development appropriate in areas at risk of flooding where they are informed by a site specific flood risk assessment.

Policy 35 of the East Midlands Regional Plan states that development should not be permitted if it would:

- Be at unacceptable risk from flooding or create unacceptable risk elsewhere.
- Inhibit the capacity of the floodplain to store water.
- Impede the flow of floodwater in a way which would create an unacceptable risk elsewhere.
- Have a detrimental impact upon infiltration of rainfall to ground water storage.
- Otherwise unacceptably increase flood risk.

Policy 13 of the North Northamptonshire Core Spatial Strategy sets out general sustainable development principles at the local level. With respect to flood risk matters, the policy states that:

- Development should not cause a risk to (and where possible enhance) the quality of the underlying groundwater or surface water, or increase the risk of flooding on the site or elsewhere and
- Where possible incorporate Sustainable Drainage Systems (SuDS) and lead to a reduction in flood risk.

4.1.2 Consultation

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

Environmental Health Kettering Borough Council

Response received 10th January 2013. No objections.

Anglian Water

Response received 11th January 2013. The surface water flows generated by the proposed development will not impact directly on Anglian Water's existing public surface water sewers, however it is understood that flows from an existing public sewer will be taken into account in the overall surface water design. We feel that Condition 65 has been satisfied.

Environment Agency

Response received 6th February 2013. Hydraulic modelling still to be reviewed by the EA. Revisions to the submitted document required.

Updated response received 12th March 2013. Hydraulic modelling is fit for purpose and previous points raised have been addressed. The amended document is acceptable and appropriate for the discharge of condition 65.

Third Party comment – No.24 Warkton Lane

Response received 17th January 2013. The following comment has been made with respect to flood and drainage issues:

‘The flood water on the eastern edge of parcel R19 has over the Christmas period extended 40 metres into the field and 40 metres along the eastern edge. The field is generally saturated with the water table being extremely high. Some residents have wells in their gardens which are significantly above the level of the field. Given that the soil is clay in nature, attempts to ‘dry out’ the field or divert the underground springs will cause cavitation of the clay. How will this be managed’?

4.1.3 Key Proposals

(a) The submitted information relates to Condition 65 of the outline planning permission for Kettering East KET/2007/0694 and KET/2008/0274 which states that:

Condition 65

‘No reserved matters application shall be submitted unless and until a Stage 2 Flood Risk Assessment (FRA) including a surface water drainage strategy for the whole application site (as shown on the Strategic Master Plan Drawing No: BBD005/105 Rev A (received 2 February 2009) and flood risk reduction measures/scheme has been submitted to and approved in writing by the local planning authority. The Stage 2 FRA shall include flood zone mapping of the tributaries which run through the application site and timings or a phasing plan for the implementation of works identified by this FRA and full details of any structures crossing the River Ise have been submitted to and approved by the local planning authority for approval. Details should include options analysis and preferred options for all such structures in flood zones 2 and 3 including siting, design, materials and construction, details of floodplain compensatory storage that is required and timings for construction and completion. The development shall not be carried out other than in accordance with the approved scheme. The approved Stage 2 FRA and any works identified by this shall be implemented in accordance with the approved timings or phasing plan. The development shall not be carried out other than in accordance with the approved details.

REASON: To reduce the impact of flooding on the proposed development and future occupants in accordance with PPS25, Policy 1, 2, 33 and 35 of the East Midlands Regional Plan and Policy 5 and 13 of the North Northamptonshire Core Spatial Strategy’.

(b) Application Submission

The Stage 2 Flood Risk Assessment (FRA) builds upon the work carried out during the outline application stage of East Kettering. It provides further details in relation to the Stage 1 FRA which accompanied the outline application.

The Stage 2 FRA considers the following matters:

- Confirmation of the flood zoning of the development site i.e. locations of flood zones 1, 2 and 3.
- Surface water drainage for the development dealing with rainwater across hard surface areas. (Foul water drainage is not dealt with as part of this condition it is covered by another condition to be determined at a later date in the process).
- Highway crossing requirements (bridges/roads/structures within the site)
- Maintenance requirements

Three existing watercourses are located within the development site:

1. The River Ise
2. The Alledge Brook and
3. An ordinary watercourse

A large number of appendices accompanied the Flood Risk Assessment, one of which provides details of the Floodplain extents of the site which have been calculated and defined through the use of hydraulic modelling. It outlines the extent of the 1 in 20, 1 in 100 and 1 in 1000 year floodplains. It demonstrates that all development parcels (except the access bridge across the River Ise) will be located within Flood Zone 1 – the area at least risk of flooding which lies outside the 1 in 1000 year floodplain.

Surface water management strategies are proposed to be designed into the development in order to help deal with surface water runoff including:

- swales/ditches
- surface water gravity sewers and
- attenuation ponds/earthworks

Swales

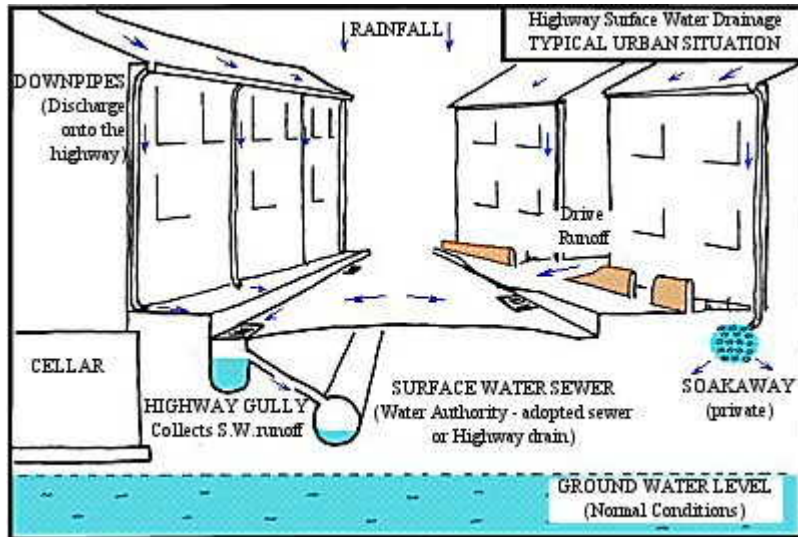
Swales are grassy depressions in the ground designed to collect storm water runoff from streets, driveways, rooftops and parking lots. The grass in the swale removes pollutants from storm water as the water infiltrates into the soil.

The swales proposed for East Kettering will border the built development and flow into the specifically designed attenuation ponds.



Surface water gravity sewers

Surface water drainage carries rainwater from hard surfaced areas to surface water sewers as shown in the diagram below.



The surface water sewers proposed for the East Kettering development follow the direction of overland flow and are designed to empty into specific attenuation ponds within the site.

Attenuation ponds

An attenuation pond is a pond which is designed to slow the passage of water from surface run-off to the ground/drainage system e.g. stormwater sewers. It does this by storing the run-off during times of peak flow i.e. heavy rainfall, and slowly releasing it at a controlled rate after the peak flow has passed.

The attenuation ponds proposed for East Kettering are to be situated outside the 1 in 100 year floodplain. The ponds have been designed to allow for an increase of up to 30% in rainfall intensity due to climate change. The size of the attenuation ponds has been calculated using rainfall parameters derived from the Flood Studies Report (FSR). The Flood Risk Assessment Appendices set out the discharge rates, impermeable areas, storage volumes and depth of storage for each of the attenuation ponds.



Highway crossing requirements

The site location and associated watercourses are such that on site highways i.e. bridges/structures will be required to cross the rivers and watercourses on site. All highway crossing locations are identified on the floodplain drawing contained within the appendices.

Maintenance

The above works specifically the surface water management strategies will require a maintenance regime. This is to be carried out by a private management company and the requirements of this are contained within the Section 106 legal agreement which accompanies the outline application (KET/2007/0694 and KET/2008/0274).

4.1.4 Planning Considerations

- (a) Flood Zoning
- (b) Sustainable Drainage Systems
- (c) Long Term Management

Flood Zoning

The accompanying documentation and appendices of the Stage 2 Flood Risk Assessment state that all development parcels for East Kettering (except the access bridge across the River Ise) are to be located within Flood Zone 1. This is the area at least risk of flooding and lies outside the 1 in 1000 year floodplain. This accords with government guidance which states that new development should be steered towards areas with the lowest probability of flooding. The flood zoning maps accord with policy and comply with the requirements set by the Environment Agency at the outline stage. The Environment Agency have confirmed that the hydraulic modelling details are fit for purpose. As such the details of the flood zoning of the site are considered to be both accurate and acceptable.

Surface Water Management

As the local planning authority, we need to ensure that by allowing development, flood risk is not increased elsewhere as a result. The provision of surface water management strategies within the site e.g. SuDS helps to ensure that surface water is managed appropriately whilst taking account of climate change factors and existing flooding and drainage issues on site. Attenuation ponds have been specifically designed and located to take account of assumed overland flow to ensure that surface water run off utilises the swales and surface water sewers and that these measures are designed to link/flow directly to a specific pond within the site.

At present surface water runoff flows from the site into the River Ise, Alledge Brook and the ordinary watercourse. Measures will be incorporated within the surface water drainage system to ensure that water quality, biodiversity and ecology within these river channels are maintained to the highest standard as required by the Water Framework Directive. These measures include:

- Trapped gullies and outfalls to be provided across the site

- Catchpit chambers to provide interception of silt to be used on highway and private drainage
- Petrol interceptors will be used on outfalls from employment development and car park areas
- Swales used to intercept overland flows where possible.

Not only do attenuation ponds provide a surface water management solution for excess rainfall/storms they also provide aesthetic and biodiversity benefits for the immediate area within which they are situated. Properly designed SuDS schemes can create habitats and increase biodiversity. Swales, ponds and filter strips can be colonised by a variety of wetland plant, fish, animals and invertebrates. They also provide a place for people to enjoy nature and relax. SuDS schemes can also provide recreational benefits and a sense of well being for people as they promote outdoor exercise and help provide the following:

- Wellbeing and a healthy environment
- education (e.g. pond dipping) and
- visual/landscape enhancement.
- Dog walking

Anglian Water is content with the details submitted with respect to surface water drainage/sewers and agree that the requirements of Condition 65 have been met. The EA are also content with the submitted details.

It is noted that the provision of the above surface water management solutions will help to alleviate and take account of excess surface water runoff from the development site. It is envisaged that these surface water management solutions will also help to address the issues raised by the local resident No.24 Warkton Lane.

Highway Crossings

With the exception of the highway crossing of the River Ise (as set out within Condition 64) all highway crossings within the site shall be clear spanning structures across the 1 in 100 year plus climate change floodplain level with a minimum clearance of 600mm between the floodplain and the underside of the soffit.

The Environment Agency has determined that the proposed highway crossings points are suitable and in any case (as detailed within the Stage 2 FRA) all the highway crossings of the River Ise and the Allege Brook will require Flood Defence consent from the EA.

The maintenance requirements remain as set out within the existing Section 106 legal agreement accompanying the outline application. Officers are content with the details of this which state the following:

'Prior to the commencement of development the SuDS together with the design, operation method and maintenance schedules of the SuDS will be agreed in writing by the Covenantee Parties and the Council in consultation with the Environment Agency and will be provided and its future maintenance

secured by a private maintenance company at the Covenantee Parties expense in accordance with the agreed scheme'.

4.1.5 Conclusions

The Stage 2 FRA provides the details required by the Environment Agency which builds upon the approved Stage 1 FRA submitted at the outline stage as part of the application process. The Assessment shows that all built development (except the bridge across the Ise) will be located within Flood Zone 1 – the area at lowest risk of flooding which lies outside the 1 in 1000 year floodplain. Sustainable drainage systems are proposed on site to accommodate surface water runoff, stormwater, heavy rainfall and climate change. Highway crossing points are established in accordance with Environment Agency requirements and future maintenance requirements are agreed. The Environment Agency has confirmed that the hydraulic modelling results are acceptable and the details contained within the Stage 2 FRA are therefore satisfactory.

4.1.6 Recommendation

It is recommended that following document be approved and condition 65 be discharged:

East Kettering SUE Stage 2 Flood Risk Assessment in Support of Discharge of Planning Conditions C61, C64 and C65 and Appendices A – J (Rev A). Project Ref: 25134/010 Doc Ref: 25134/010/01 A dated February 2013. Prepared by Peter Brett Associates. Received 1st March 2013.

4.2 Condition 83 – Access Phasing

4.2.1 Policy Framework

- ◆ National Planning Policy Framework
- ◆ East Midlands Regional Plan
- ◆ MKSM Sub-Regional Plan
- ◆ North Northamptonshire Core Spatial Strategy

Development requirements, including the provision of infrastructure, should be identified and co-ordinated. Planning should also contribute to protecting and enhancing the natural and built environment and seek good standards of amenity for existing and future occupants. Planning should promote sustainable transport.

Policy 4 of the NPPF ‘Promoting Sustainable Transport’

Decisions should take account of whether:

- ◆ Opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
- ◆ Safe and suitable access to the site can be achieved for all people.
- ◆ Improvements can be undertaken to cost effectively limit the significant effects of the development.

The East Midlands Regional Plan (EMRP)

Although there should be a focus on behavioural change and public transport provision there will still be a need to develop additional highway capacity to support sustainable development objectives, particularly in areas identified for growth or regeneration.

EMRP Policy 43

Development of transport infrastructure should:

- ◆ Support sustainable development at growth towns.
- ◆ Improve safety and reduce congestion.

EMRP Policy 44

With regard to the southern sub-area, within which Kettering lies, transport infrastructure should be developed to accommodate major planned housing and employment growth.

MKSM Strategic Policy 3 sets out key principles which will deliver sustainable communities. These include ensuring good accessibility and safe and convenient movement.

The North Northamptonshire Core Spatial Strategy (CSS)

- ◆ CSS Policy 3 – road infrastructure associated with developments should, where possible, strengthen connections between settlements in the urban core and relieve existing communities from traffic.
- ◆ CSS Policy 6 – new development will be supported by the timely delivery of necessary infrastructure, services and facilities.

- ◆ CSS Policy 13 – developments:
 - i. Should have a satisfactory means of access.
 - ii. Should not have an adverse impact on the highway network or prejudice highway safety.
 - iii. Should create a strong sense of place and deliver high quality design.
 - iv. Should not result in unacceptable impacts on residential amenity e.g. noise/light/air pollution.

4.2.2 Consultation

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

Local Highway Authority – Northamptonshire County Council

Detailed comments submitted throughout the application process regarding the modelling work and junction capacity assessments that have been completed. An amended condition 83 report has been submitted addressing these comments.

Barton Seagrave Parish Council

No objection.

Cranford Parish Council

Interim response received. Comments are summarised as follows:

- ◆ Concern about the increase in flows, during all phases of development, along Cranford Road east of the new Junction 10A.
- ◆ Lack of mitigation proposed by developer to deal with these increased flows.
- ◆ Increased flows along Cranford Road, east of the Cranford Road/Barton Road junction.
- ◆ Increase in traffic through the village due to vehicles aiming to access the A14.
- ◆ The development road which runs east-west should be constructed in phase 1.
- ◆ Safe crossings into the development for walkers should be provided.
- ◆ Safe walking routes for pedestrians waking along Cranford Road to the village should be created.
- ◆ Footbridge over the A14 should be retained.
- ◆ Concern about the safety of the indicative street design within the development.
- ◆ Accident data takes into account current traffic flows and not those that will be experienced with the development in place.
- ◆ Measures to ensure safe walking and cycling to, from and within the development are crucial.
- ◆ The measures used to assess safety of cycleways – are they valid measures for safety?

4.2.3 Key Proposals

(a) The submitted information relates to Condition 83 of the outline planning permission for East Kettering KET/2007/0694 and KET/2008/0274 which states that:

Condition 83

No reserved matters application shall be submitted unless and until a detailed Development Phasing Plan for all highway and access works taking account of highway capacity (proving junctions operate within 85% of practical capacity), highway safety, environmental, residential amenity and local accessibility issues, has been submitted to and approved in writing by the local planning authority. The Development Phasing Plan shall include the phasing of the dwelling construction and predicted occupation, timing of off-site highway works, pedestrian / cycle and emergency vehicle linkages. All highway and access works shall be implemented in accordance with the approved Development Phasing Plan.

REASON: In the interests of road safety, efficiency, sustainability, and amenity in accordance with PPS1, PPG13, policies 43, 45 and 46 of the East Midlands Regional Plan, MKSM Policy 3 and policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).

(b) Application Submission

The purpose of condition 83 is to use up-to-date modelling techniques to ensure that the work completed at the outline planning stage remains robust and the conclusions formed are still accurate.

The outline planning application was accompanied by a Transport Assessment which assessed the impacts of the development on the highway network and indicated where off-site highway improvements would be needed to mitigate these impacts. At the outline stage assessments revealed that a number of junctions required works in addition to a number of access points being needed to serve the development. The location, broad scope of the works and their required timings were secured by conditions (e.g. conditions 74 and 76). Three access points (D-F) formed part of the outline consent; the Elizabeth Road link (Access C) and the Weekley-Warkton Avenue (Accesses A and B) required some additional work which has now been submitted pursuant to conditions 85 and 86.

Methodology

The Northamptonshire Strategic Transport Model (NSTM) has been used to generate up-to-date flows. Northamptonshire County Council has requested that the applicant use this model in their current assessments. Although not designed to test the impacts of individual developments, once a local validation exercise is completed the model is suitable for use in the assessment of large-scale developments. The model is considered to be appropriate for use in this case given the scale and nature of the East Kettering development. Local validation has been completed using up-to-date traffic count data. This process has been approved by the Northamptonshire County Council and the Highways Agency.

The flows generated have been input into individual junction capacity assessments to see how:

- i. Existing junctions work in the future with and without the development; and
- ii. With and without proposed mitigation.

These assessments have been completed for each phase of development. The capacities of individual junctions have been assessed by inputting the flows generated from NSTM into individual junction models. The model used depends on junction type (e.g. roundabouts – ARCADY model, traffic signals – LINSIG model and priority junctions – PICADY model).

Environmental and amenity impacts have also been considered within the submission along with highway safety and efficiency. It is important to note that once detailed designs are completed for each access or junction they will have to undergo a Road Safety Audit to ensure that they are designed appropriately and are safe.

The timing and delivery of roads and junctions, the key element of the condition, is set out within the report. The purpose of the extensive modelling and capacity analysis work is to show when works are required to mitigate the impacts of the development.

4.2.4 Planning Considerations

- (a) Traffic Flows
- (b) Junction Capacity Assessments
- (c) Access Points
- (d) Timing of Delivery
- (e) Detailed Designs
- (f) Pedestrian/Cycle Linkages
- (g) Construction Phase

(a) Traffic flows

The principle of developing a sustainable urban extension to the East of Kettering has been accepted and consented through the granting of outline planning permission. The purpose of condition 83 is not to re-examine the flows themselves but to ensure the timing for access points and off-site junction improvements, agreed at outline, is still acceptable and will mitigate the effects of the development. To determine this, it has been appropriate to use the most up-to-date information we have (i.e. flows generated from NSTM) to input into individual junction capacity models.

The concerns of Cranford Parish Council are appreciated. It should be noted that this type of impact was previously considered. The Section 106 agreement secured a financial contribution to fund an Amenity Weight Restriction through Cranford St. John and towards a traffic calming scheme through the village.

(b) Junction Capacity Assessments – Off-Site Highway Improvements

The following table shows what off-site improvements are needed, the broad scope of these works (i.e. junction type), when these improvements have

been shown to be needed (the current assessment required by condition 83) and how this compares with what was agreed at the outline planning stage.

| Junction | Improvement | When shown to be required | Timing agreed at outline |
|------------------------------------|---|--|---|
| (a) Stamford Road/Windmill Avenue | Enhancement of existing Mini-Roundabout | Prior to 1 st Occupation | Prior to 1 st Occupation |
| (b) Windmill Avenue/St Mary's Road | Enhancement of existing Mini-Roundabout | Prior to 1 st Occupation | Prior to 1 st Occupation |
| (c) Windmill Avenue/Deeble Road | Enhancement of existing Mini-Roundabout | Prior to 2700 occupations | Prior to 1 st Occupation |
| (d) London Road/Barton Road | Enhancement of existing Mini-Roundabout | Prior to 1 st Occupation | Prior to 1 st Occupation |
| (e) Windmill Avenue/Barton Road | Enhanced Signal Controlled Junction with westbound bus lane through junction. | Works found not to be needed. | Prior to the construction of 1750 dwellings |
| (f) Barton Road | Bus priority scheme | No assessment required – still required before 1 st occupation. | Prior to 1 st Occupation |
| (g) Barton Road/Cranford Road | Enhanced Signal Controlled Junction | Undetermined at this stage. | Prior to 1 st Occupation |

It is important to note that no works are required any earlier than was previously agreed. Completed assessments show that all future junctions will work in capacity terms with the development and mitigation in place.

(c) Access Points

Access A and B (Weekley-Warkton Avenue) and Access C (Elizabeth Road) are assessed under Conditions 85 and 86. The timing of these will be approved under those conditions. Accesses D, E and F have been assessed as part of condition 83.

Access D Warkton Lane/Deeble Road

This is a new roundabout which will provide access to the development. The outline planning permission secures the delivery of this access before any other works start. The indicative design of the access is considered acceptable and will operate within capacity; it will have a high level of reserve capacity and minimal queuing and delay.

Access E Barton Road/Warkton Lane

A new roundabout is proposed in this location to facilitate access to the development. The outline planning permission secures this point of access before any other works start on site. This proposed access will operate within capacity; it will benefit from a high level of reserve capacity and minimal queuing and delays.

Access F

The final solution for this access will be delivered in conjunction with the improvements to Junction 10 and 10A. This will see a traffic signalled controlled junction being completed in general accordance with the drawing contained at *Appendix AP 1*. This junction will operate within capacity and is considered to enhance the living conditions of residents at the southern end of Barton Road; the proposed arrangement will see the existing Barton Road change alignment moving into the development at its south west corner and a service road created for those residents at its southern end.

An interim arrangement is needed for Phase 1 of the development. The above final solution is not achievable from the start of development (i.e. before phase 1 starts) for technical reasons. The alignment of the proposed north east link from J10 would need the eastbound on-slip to be closed to ensure delivery of a road in compliance with the Design Manual for Roads and Bridges (DMRB) standard and one which ties into the diameter of J10. The junction design proposed as part of the A14 access option work cannot be delivered in full until J10A is open and the eastbound on-slip at J10 is closed. These works will not be completed until the end of Phase 1.

A plan is included at *Appendix AP 2* which shows broadly the form the interim arrangement will take. This is similar to the design for Access F secured by the outline planning permission and will take the form of a roundabout. Access to J10 will be retained in Phase 1. The interim arrangement will operate within capacity and will facilitate access to the development.

The applicant has suggested that the J10/10A works and the construction of the Weekley-Warkton Avenue (WeWaA) could each take around a year to complete. If development starts in the Autumn of 2013 phase one residential parcels could be delivered by 2020 with work starting on J10/10A and the Elizabeth Road Link by 2019. Works on J10/10A could start much earlier should Central Government funding be secured for this key piece of infrastructure. The WeWaA would come forward later potentially starting in 2025/26. Again this could be delivered earlier if external funding can be secured.

(d) Timing of Delivery

Despite many of the off-site works being required later than was previously anticipated, the applicant will need to remain in accordance with the outline planning conditions. If in the future the applicant wishes to vary the outline planning conditions this would need to be the subject of a planning application which the local planning authority would have to consider. The results of the condition 83 assessments could be used as supporting evidence if such an application were made. The same process would need to be gone through if the order of access D-E were proposed to change. This may happen in the future if the applicant has sufficient detail about when different parts of the site are likely to come forward for development (i.e. actual delivery of parcels) and when accesses are needed to facilitate this development.

Officers have created a map which broadly shows where the junction and access points are located and when these are required in accordance with the outline consent. Other works such as J10/10A have also been shown on this however they are not being considered as part of this approval of condition application. The map is included at *Appendix AP 3*.

(e) Detailed Designs

The outline planning conditions set out that before any works are completed full detailed drawings need to be submitted to and approved by the local planning authority (LPA). This will ensure the LPA retains control over the design and ensures that they are safe and in accordance with any previous discussions and agreements.

(f) Pedestrian/Cycle Linkages

The details required by condition 4 of the outline planning permission will include the timing of on-site pedestrian, cycle and emergency linkages. Condition 4 sets out a variety of details that are required before development can commence on a development parcel (parcels are identified on the approved strategic masterplan and Land Use Schedule for the development). This includes the infrastructure and construction sequence for footpaths, cycleways, bridleways, junction alterations, road improvements and new roads.

(g) Construction Phase

A Construction Management Plan is required before any works start on site. This plan will include details of routing of construction traffic. This is now expected to be submitted Summer 2013.

If a temporary construction access is required this would need to come forward as part of the Construction Management Plan (condition 72) which will be submitted and approved before any works start on site. This plan will include details of the designation, layout and design of construction access and egress.

4.2.5 Conclusion

The principle of development at East Kettering has been accepted and consented through the granting of outline planning permission. The purpose of condition 83 is to ensure the timing for access points and off-site junction improvements, agreed at outline, is still acceptable and will mitigate the effects of the development.

The review of access phasing and timing of off-site junction improvements has demonstrated that the timings secured at the outline planning stage remain acceptable. The modelling and junction capacity assessments have in fact shown that some off-site works could be delivered later in the development programme and still successfully mitigate the impacts. No works are needed any earlier than the outline secured.

The applicant is however required to comply with the outline planning conditions and would need to vary these conditions should they wish to alter the agreed triggers. The assessments completed for condition 83 could be used as evidence to support any such application. There could also be scope in the future for the LPA to take a more flexible approach around when access points D, E and F are needed taking into account when different development parcels are coming forward and what is needed to facilitate their development; a flexible approach may be needed in the future to assist with the early delivery of development.

All assessed junctions and points of access will work in capacity terms with the development and proposed mitigation in place. The provision of identified infrastructure will ensure that impacts are mitigated and a sustainable development is secured.

4.2.6 Recommendation

It is recommended that the following document be approved and condition 83 be discharged:

East Kettering Sustainable Urban Extension Development. Traffic Access and Impact Assessment – Phasing Revision 5 dated 12th March 2013. Discharge of Condition 83 of the outline planning permission KET/2007/0694 and KET/2008/0274. Project Ref: 25134/001 Doc Ref: 001. Prepared by Peter Brett Associates. Received 12th March 2013.

4.3 Condition 86 – Elizabeth Road Traffic Impact Assessment (TIA)

4.3.1 Policy Framework

- ◆ National Planning Policy Framework
- ◆ East Midlands Regional Plan
- ◆ MKSM Sub-Regional Plan
- ◆ North Northamptonshire Core Spatial Strategy

Development requirements, including the provision of infrastructure, should be identified and co-ordinated. Planning should also contribute to protecting and enhancing the natural and built environment and seek good standards of amenity for existing and future occupants. Planning should promote sustainable transport.

Policy 4 of the NPPF ‘Promoting Sustainable Transport’

Decisions should take account of whether:

- ◆ Opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
- ◆ Safe and suitable access to the site can be achieved for all people.
- ◆ Improvements can be undertaken to cost effectively limit the significant effects of the development.

The East Midlands Regional Plan (EMRP)

Although there should be a focus on behavioural change and public transport provision there will still be a need to develop additional highway capacity to support sustainable development objectives, particularly in areas identified for growth or regeneration.

EMRP Policy 43

Development of transport infrastructure should:

- ◆ Support sustainable development at growth towns.
- ◆ Improve safety and reduce congestion.

EMRP Policy 44

With regard to the southern sub-area, within which Kettering lies, transport infrastructure should be developed to accommodate major planned housing and employment growth.

MKSM Strategic Policy 3 sets out key principles which will deliver sustainable communities. These include ensuring good accessibility and safe and convenient movement.

The North Northamptonshire Core Spatial Strategy (CSS)

- ◆ CSS Policy 3 – road infrastructure associated with developments should, where possible, strengthen connections between settlements in the urban core and relieve existing communities from traffic.
- ◆ CSS Policy 6 – new development will be supported by the timely delivery of necessary infrastructure, services and facilities.

- ◆ **CSS Policy 13** – developments:
 - i. Should have a satisfactory means of access.
 - ii. Should not have an adverse impact on the highway network or prejudice highway safety.
 - iii. Should create a strong sense of place and deliver high quality design.
 - iv. Should not result in unacceptable impacts on residential amenity e.g. noise/light/air pollution.

4.3.2 Consultation

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

Local Highway Authority – Northamptonshire County Council

A number of technical comments have been made. These relate to chapter 3 NSTM outputs (e.g. link descriptions need to be accurate, the need to be clear about what NSTM can be used for, how NSTM has been used in this case and use of percentages could be misleading, numbers should be used) and chapter 5 highway capacity (the models used need to be submitted to the LPA/NCC). The comments have been addressed by the applicant in a revised report for condition 86.

Other

Officers have held a meeting with local councillors and the Tenants representative. Comments and recommendations regarding mitigation include verge hardening, off-road parking, and footpaths/cycleways to the Science Academy and Pocket Park.

4.3.3 Key Proposals

(a) The submitted information relates to Condition 86 of the outline planning permission for East Kettering KET/2007/0694 and KET/2008/0274 which states that:

Condition 86

No reserved matters application shall be submitted unless and until there has been submitted to and approved in writing by the Local Planning Authority a comprehensive traffic access and impact assessment to deal with all impacts arising from the Junction with Elizabeth Road (Access (C) shown indicatively on Drawing No. 136171-OS-09 Rev R) and new link road from Elizabeth Road over the River Ise into the development and associated junctions. The assessment shall take account of highway safety and efficiency, highway capacity and timing of delivery of the roads and junctions and all identified environmental and residential amenity impacts, and shall include full details of proposed measures and methods for impact mitigation. The development shall not be carried out otherwise than as approved.

REASON: In the interests of residential amenity in accordance with the principles of sustainable development in accordance with PPS1, PPG13, Policies 1, 2, 45 and 46 of the East Midlands Regional Plan (2009) and Strategic Policy 3 of the MKSM Sub-Regional Strategy (2005) and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).

(b) Application Submission

The Elizabeth Road link, access C, is a proposed connection over the River Ise between the north western part of the development and the southern section of Elizabeth Road.

The purpose of Condition 86 is to assess the impacts associated with this new link road and detail measures and/or methods for mitigation. The timing of the link is also to be determined through the transport modelling that has been completed.

The same methodologies used to assess impacts for Condition 83 have been used in this case; NSTM has been used to generate flows and individual modelling of junctions has been completed to assess their capacities. The environmental and residential effects have also been considered within the submission.

4.3.4 Planning Considerations

- (a) Impacts and Mitigation Measures
 - (i) Traffic Flows, Capacity, Safety and Efficiency
 - (ii) Environmental and Residential Impacts
- (b) Timing of Elizabeth Road Link

(a) Impacts and Mitigation Measures

(i) Traffic Flows, Capacity, Safety and Efficiency

The assessment has shown that traffic flows will be significantly higher along Elizabeth Road as a result of this becoming a connection to the East Kettering development. The road is not currently a through route. In general terms this impact equates to approximately an additional 6 cars (total – north and southbound) per minute.

The link and affected junctions have been assessed and modelled. With the highway mitigation shown on the indicative drawing at *Appendix ER 1*, these will work in capacity terms with the development. The enhanced Stamford Road/Elizabeth Road junction (proposed as a priority junction – ghost island with right turn lane) will have high levels of reserve capacity and limited levels of queuing and delay.

A review of safety records has been completed. This shows that there are no current safety issues that need to be addressed. It is however recognised that the opening of the link road will lead to higher traffic flows along Elizabeth Road and at its associated junctions. With the proposed mitigation in place it is considered that there will not be any safety issues. It should be noted that a full Stage 1 Road Safety Audit is required when the detailed designs for the proposed junctions and link road are completed to ensure these new routes and junction arrangements are safe; given the works will be within the existing highway detailed engineering drawings will be required before these works are started as part of a technical approval process and Section 278 agreement with the County Council.

(ii) Environmental and Residential Impacts

The link and junctions will work with sufficient capacity and efficiency. It is the flows which will change the character of the road and will have impacts on the local environment and the amenity of local residents. The impact of noise is one specific issue which requires mitigation. The broader impact on character is also an area where officers feel mitigation will help to minimise the effects of the development. It is therefore vital that these impacts are mitigated against and limited as much as possible. These mitigation measures and methods will take a variety of forms and will need to be implemented as a comprehensive package.

Restricting the access to buses, pedestrians and cyclists (i.e. no private motor vehicles) has been considered. Although this would reduce flows on Elizabeth Road the consequential impacts for other routes would be too severe; Deeble Road and Windmill Avenue would be significantly affected as routes into and out of the development would be reduced and focused on the southern part of the development. Access C needs to be an all-movement link.

As part of the Design Code it has been agreed that there will be a Development Brief produced for the area around PS1, LC1a and LC1b (please see the *Strategic Masterplan at Appendix 1*). This is the point where there will be a choice to travel along to Elizabeth Road or the WeWaA. Although this option will not be available until the WeWaA is completed which will be after the Elizabeth Road link is open it will provide a choice from the end of Phase 2. It is proposed that through some simple design measures it will be possible to make the WeWaA appear a more attractive route than that of Elizabeth Road for those travelling north. This will help to reduce flows to an extent but is only part of the solution, all other measures identified need to be taken forward together.

There will be the provision of a combined footway/cycleway along the southern side of the road and pedestrian crossings to facilitate access to the local school. A maximum speed limit of 20mph together with other traffic calming measures such as speed cushions will be implemented. The reduction in speeds will have a positive effect on noise conditions in the area. The applicant will also make provision for off-street parking where current problems exist and this would help improve conditions.

The applicant has also committed to using small-grade stone mastic asphalt in this particular area given the changes in flows and the resultant impacts. This type of surfacing material has noise reduction properties and is both suitable for maintenance and new roads. Officers consider that this will be an additional measure that would have a significant benefit together with other mitigation proposals. By reducing flows and speeds there will be a positive effect on noise conditions.

Other conditions on the outline planning permission will also play a role in mitigating the impacts created from the opening of Access C. Condition 87 of the outline requires that all reserved matters must be accompanied by a noise

impact assessment and where necessary a noise mitigation scheme. Condition 88 relates specifically to Elizabeth Road; prior to completion of the new link road over the River Ise and the Elizabeth Road access (Access C) a noise impact assessment in respect of the use of the link and its affect upon residential properties and gardens in the Elizabeth Road area must be submitted to and approved by the local planning authority. The link will not be opened until the approved mitigation scheme is implemented. The Section 106 secured some monies (£250,000) towards an Elizabeth Road Sound Attenuation Scheme, which the Council would manage. The scheme would help reduce noise levels within residential properties and gardens adversely affected by the link.

A suggestion has been made, through a meeting with councillors (Borough and County Council) and a tenants representative, regarding the provision of a footpath/cycleway from Elizabeth Road along the Ise to the Science Academy (Deeble Road). This does not form part of the outline planning permission or the mitigation proposed regarding condition 86. It is considered that the LPA could not justify including it as part of the mitigation measures for this particular condition. There is however an opportunity through the Section 106 to look at providing such as route.

The creation of Access C and the Elizabeth Road link requires the relocation of Green Patch, a community allotment project. There is a separate condition (number 45) on the outline planning permission which requires the submission and approval of a strategy for this relocation. This condition will need to be varied to ensure the timing of this requirement (currently before Phase 3 starts) matches the timing of Access C, which is set out below. The Green Patch strategy will include elements such as location and design details, information relating to facilities and amenities to be provided on site and access for example footpaths/cycleways. There may be an opportunity to involve the local school in this work and officers will be looking at ways of doing this in partnership with the applicant.

The connection from the development to Elizabeth Road requires a crossing of the River Ise. A bridge structure and associated supports will be agreed with the Environment Agency to ensure minimal impact upon flood plain storage capacity. All highway crossings of the River Ise require Flood Defence consent from the Environment Agency.

(b) Timing of Elizabeth Road Link

The transport modelling completed has concurred with the conclusions made at the outline planning stage. The link will need to be in before Phase 2 is commenced. The next report at Section 4.4 regarding the Weekley-Warkton Avenue will highlight that the WeWaA is not needed until the end of Phase 2. There will be a period when the Elizabeth Road link will be open without WeWaA being in place. This will have an impact on traffic flows using Elizabeth Road from the start of phase 2 with that being the obvious route from the development north onto the existing highway network. This however will only be for Phase 2, which is the shortest phase of the three proposed with 950 dwellings to be completed. Phase 3, the largest phase with 2800

dwellings, includes the parcels (e.g. R1-6, LC1a, LC1b and PS1) nearest to the Elizabeth Road and WeWaA links. Both Elizabeth Road and WeWaA will be open before works commence on these Phase 3 parcels.

4.3.5 Conclusion

Impacts arising from the opening of the Elizabeth Road link (Access C) have been considered. There will be an increase in traffic flows that will have an impact on the amenity of local residents. It is considered that the mitigation methods and measures set out in this report need to all be implemented to ensure that the adverse effects are limited as much as possible. There is not one single solution proposed but an array of different types of mitigation which will work together as a comprehensive strategy. The mitigation will help to reduce noise impacts, which is a key issue given the increase in flows. It will also assist in reducing traffic flows to some extent. It is recognised that Elizabeth Road will change in character and in terms of levels of traffic but it is through mitigation that these effects, particularly those felt by local people, can be minimised. The opening of WeWaA and associated improvements will help to reduce flows after Phase 2.

4.3.6 Recommendation

It is recommended that the following document be approved and condition 86 be discharged:

East Kettering Sustainable Urban Extension Development. Traffic Access and Impact Assessment - Weekley-Warkton Avenue and associated junctions, and Elizabeth Road access junction and link road dated 1st March 2013. Project Ref: 25134/001. Prepared by Peter Brett Associates. Received 1st March 2013.

4.4 Condition 85 – Weekley-Warkton Avenue Traffic Impact Assessment (TIA)

4.4.1 Policy Framework

- ◆ National Planning Policy Framework
- ◆ East Midlands Regional Plan
- ◆ MKSM Sub-Regional Plan
- ◆ North Northamptonshire Core Spatial Strategy

Development requirements, including the provision of infrastructure, should be identified and co-ordinated. Planning should also contribute to protecting and enhancing the natural and built environment and seek good standards of amenity for existing and future occupants. Planning should promote sustainable transport.

Policy 4 of the NPPF ‘Promoting Sustainable Transport’

Decisions should take account of whether:

- ◆ Opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
- ◆ Safe and suitable access to the site can be achieved for all people.
- ◆ Improvements can be undertaken to cost effectively limit the significant effects of the development.

The East Midlands Regional Plan (EMRP)

Although there should be a focus on behavioural change and public transport provision there will still be a need to develop additional highway capacity to support sustainable development objectives, particularly in areas identified for growth or regeneration.

EMRP Policy 43

Development of transport infrastructure should:

- ◆ Support sustainable development at growth towns.
- ◆ Improve safety and reduce congestion.

EMRP Policy 44

With regard to the southern sub-area, within which Kettering lies, transport infrastructure should be developed to accommodate major planned housing and employment growth.

MKSM Strategic Policy 3 sets out key principles which will deliver sustainable communities. These include ensuring good accessibility and safe and convenient movement.

The North Northamptonshire Core Spatial Strategy (CSS)

- ◆ CSS Policy 3 – road infrastructure associated with developments should, where possible, strengthen connections between settlements in the urban core and relieve existing communities from traffic.
- ◆ CSS Policy 6 – new development will be supported by the timely delivery of necessary infrastructure, services and facilities.

- ◆ CSS Policy 13 – developments:
 - v. Should have a satisfactory means of access.
 - vi. Should not have an adverse impact on the highway network or prejudice highway safety.
 - vii. Should create a strong sense of place and deliver high quality design.
 - viii. Should not result in unacceptable impacts on residential amenity e.g. noise/light/air pollution.

4.4.2 Consultation

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

Local Highways Authority – Northamptonshire County council

As for condition 85 - a combined report has been submitted for conditions 85 and 86 and comments are therefore the same for this approval of condition application.

A number of technical comments have been made. These comments relate to chapter 3 NSTM outputs (e.g. link descriptions need to be accurate, the need to be clear about what NSTM can be used for, how NSTM has been used in this case and use of percentages could be misleading, numbers should be used) and chapter 5 highway capacity (the models used need to be submitted to the LPA/NCC). The comments have been addressed by the applicant in a revised document for condition 85.

Warkton Parish Council

A number of comments have been made and these are summarised as follows:

- ◆ Timing and delivery of the Weekley-Warkton Avenue (WeWaA) – it is noted with dismay that the WeWaA will not be delivered until Phase 3. We have requested WeWaA be delivered at the start of Phase 2 and were under the impression that this was being considered and was to be put into the final phasing. It has not altered from the original plans.
- ◆ Without WeWaA there will be a huge adverse impact with high traffic flows through Pipe Lane, Warkton.
- ◆ No mention is made of the closure of Warkton Lane which is needed to reduce the rat-run effect through the village.
- ◆ Construction traffic will have a detrimental impact on Warkton.

4.4.3 Key Proposals

(a) The submitted information relates to Condition 85 of the outline planning permission for Kettering East KET/2007/0694 and KET/2008/0274 which states that:

Condition 85

No reserved matters application shall be submitted unless and until there has been submitted to and approved in writing by the Local Planning Authority a comprehensive traffic access and impact assessment to deal with all impacts

arising from the Weekley-Warkton Avenue and associated junctions. The assessment shall take account of highway safety and efficiency, highway capacity and timing of delivery of the roads and junctions and all identified environmental and residential amenity impacts, and shall include full details of proposed measures and methods for impact mitigation. The development shall not be carried out otherwise than as approved.

REASON: In the interests of residential amenity in accordance with the principles of sustainable development in accordance with PPS1, PPG13, Policies 1, 2, 45 and 46 of the East Midlands Regional Plan (2009) and Strategic Policy 3 of the MKSM Sub-Regional Strategy (2005) and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).

(b) Application Submission

The purpose of Condition 85 is to assess the impacts associated with this new road and detail measures and/or methods for mitigation. The timing of the road is also to be determined through the transport modelling that has been completed.

The same methodologies used to assess impacts for Condition 83 have been used in this case; NSTM has been used to generate flows and individual modelling of junctions has been completed to assess their capacities. The environmental and residential effects have also been considered within the submission.

The Weekley-Warkton Avenue (WeWaA) is a proposed road linking the A43 to the Central Avenue running through the development. It will be in two parts (see junction plans at *Appendix WWA 1*), the first linking Stamford Road to the A43 – Access A – and the second connecting the northern edge of the site (and Central Avenue) to Stamford Road – Access B. The road is to be a single carriageway of 40mph. Indicative designs of the junctions have been provided.

Access A – a new priority junction between the A43 and the WeWaA with priority given to the latter. This design principle is to help discourage movements through Geddington.

Access B – two new roundabouts on Stamford Road to link the WeWaA with this existing road and tie in with existing junctions.

Associated Works Proposed:

- ◆ Stopping up of Warkton Lane.
- ◆ Stopping up of the A4300 within Weekley.
- ◆ Junction improvements to Stamford Road/Weekley Glebe Road and Stamford Road/Pipe Lane.

4.4.4 Planning Considerations

(a) Impacts and Mitigation Measures

- (i) Traffic Flows, Capacity, Safety and Efficiency

- (ii) Environmental and Residential Impacts
- (b) Timing of WeWaA

(a) Impacts and Mitigation Measures

(i) Traffic Flows, Capacity, Safety and Efficiency

As stated above Access A comprises a new priority junction between the A43 and the WeWaA with a right turning lane towards Geddington. The access will operate within capacity with the exception of the right turn lane towards Geddington in the AM peak. This will have a queue of 8 vehicles. There is however a desire to route traffic towards the A6003 and the Corby Link road and minimise flows through Geddington. This level of queuing, which is only forecast for the AM peak, is therefore considered to be minimal in this context and acceptable. The right turn lane will be a sufficient length to allow turning traffic to stack safely. The average delay to a vehicle turning right is 28.4 seconds. This includes the time taken to decelerate to traverse the turn, the average waiting time for a gap and the time to accelerate away.

Access B and the Stamford Road/Weekley Glebe Road and Stamford Road/Pipe Lane junctions (as improved) will have substantial levels of reserve capacity and limited levels of queuing and delay.

WeWaA will have positive impacts as it help to reduce traffic flows elsewhere for example on Elizabeth Road; it is considered that the flows and associated environmental and amenity impacts on Elizabeth Road and other local roads would be too severe without this piece of infrastructure. If Phase 3 comes on stream without WeWaA traffic would use alternative routes such as Elizabeth Road, Stamford Road, Deeble Road and Barton Road. Previous modelling work revealed that flows on Elizabeth Road, Stamford Road and Deeble Road exceeded their capacity without WeWaA. Furthermore the noise impacts on residents of Elizabeth Road would greatly increase. The WeWaA and proposed areas of stopping up would also provide traffic relief for the villages of Weekley and Warkton. A number of junctions in the eastern part of Kettering would experience significant increase in congestion should East Kettering be delivered without the WeWaA. This road is therefore considered to be a key piece of enabling infrastructure.

The new roads and junctions will be designed to comply with the requirements of Design Manual for Roads and Bridges. A review of safety records has been completed. This shows that there are no current safety issues that need to be addressed. A full Stage 1 Road Safety Audit will be required when detailed designs for the WeWaA and other required works are completed. This will ensure these new routes and junction arrangements are safe.

(ii) Environmental and Residential Impacts

The delivery of WeWaA will have significant benefits. It will reduce traffic flows elsewhere on the local road network and will provide significant traffic relief for Warkton and Weekley and eastern areas of Kettering. This reduction in flows will enhance people's living conditions for example through the improvement of noise conditions and carbon emission into the air. The residential and

environmental impacts of opening Access C to Elizabeth Road will be mitigated in part by the completion and opening of the WeWaA, as it will reduce flows along this route.

The WeWaA will require a separate planning application which will be the time when detailed designs will come forward. Given the relationship with Boughton House (Grade I Listed) and its Parkland (Grade I Registered Park and Garden of Special Historic Interest) discussion with English Heritage about its precise routing, design and appearance will be essential. The Environment Agency will also be a key stakeholder involved as the designs are developed; all highway crossings of the River Ise require Flood Defence consent from the Environment Agency.

The detailed design stage will need to consider existing site conditions and surroundings (one example is the existing allotment site (and its access) at Stamford Road/Pipe Lane). There may be scope, as the details are developed, to reduce the scale of works associated with the WeWaA. Sufficient capacity (as demonstrated can be achieved through this current work on condition 85) will however need to be maintained. A high quality route will need to be delivered.

(b) Timing of WeWaA

The modelling work completed shows that WeWaA (Access A and B) must be completed and open by the end of Phase 2 and prior to the construction of more than 2700 houses. It is required to accommodate flows associated with the final phase of the development. Other works required at the same time are the junction enhancements at Stamford Road/Weekley Glebe Road and Stamford Road/Pipe Lane and the stopping up of the A4300 within Weekley. The stopping up of Warkton Lane will be completed at the end of Phase 1.

The transport modelling demonstrates that the WeWaA is required at the end of Phase 2. It is not considered that there are sufficient amenity reasons, by way of impacts on Elizabeth Road during Phase 2 or other routes, to support the local planning authority requiring WeWaA any earlier for example at the start of Phase 2. The officer's conclusions at Section 4.3.4 (b) should be referred to in this regard. The applicant has not provided any evidence to demonstrate that WeWaA is acceptable any later than the end of Phase 2. Even if this were to be evidenced at a later date officer's consider that the amenity and environmental impacts during Phase 3 would justify requiring it in line with the current proposal.

4.4.5 Conclusions

The impacts associated with the delivery of WeWaA have been assessed and mitigation proposed. Indicative designs for the junctions (Access A and B) have been submitted and are acceptable in principle. They are considered to operate with sufficient capacity except one arm of Access A, the right turn lane towards Geddington. This however is considered to be acceptable in the context that we are trying to reduce movements through Geddington and encourage the use of alternative routes north to Corby and beyond. The

queue length and time delay to drivers is considered to be acceptable in this case.

The WeWaA will have a number of benefits including reducing flows elsewhere on the local network including on Elizabeth Road and Access C. It will provide traffic relief for the villages of Warkton and Weekley and the eastern part of Kettering. Levels of traffic flow, and the impacts resulting from these, would be too severe without the WeWaA in place by the end of Phase 2. The proposed timings for the completion of the avenue, its junctions and associated works are acceptable. The WeWaA could be delivered earlier in the development programme should external funding be secured. This is something which is being actively pursued by the Council and the applicant.

4.4.6 Recommendation

It is recommended that the following document be approved and condition 85 be discharged:

East Kettering Sustainable Urban Extension Development. Traffic Access and Impact Assessment - Weekley-Warkton Avenue and associated junctions, and Elizabeth Road access junction and link road - dated 1st March 2013. Project Ref: 25134/001. Prepared by Peter Brett Associates. Received 1st March 2013.