

PLANNING APPLICATION NK/2024/0338

Applicant Name: Manor Oak Homes and Bletsoes

Location: 60 Barton Road (land to rear), Barton Seagrave, NN15 6RX

Proposal: Outline planning permission for the erection of up to 58 dwellings including affordable housing, with all matters reserved except access.

North Northamptonshire Green Party (NNGP)

OBJECT

to this application with the following comments and reasons why it should be refused.

Principle of Development

This application should be refused for the following reasons:

No Construction Management Plan is provided for the development as required by NNC Joint Core strategy (JCS) Policy 8.

The site is not allocated for residential development and due to the impacts on the character, appearance, environmental quality, amenity, privacy of existing residents, the allocation of Windfall and Infill Development is not appropriate.

The area was previously designated a Local Green Space (LGS) and given its proximity to the adjoining green space of the Barton Seagrave Conservation Area, should remain an open green space, free of development.

Housing Mix and Affordable Housing

The proposal should include 10% of homes to be accessible for the disabled and 30% to be 'affordable housing' in accordance with NNC Joint Core strategy (JCS) is welcomed.

Layout and Design

This application should be refused for the following reasons:

No details on the proposed street lighting scheme are provided. The illumination of the area will have an affect on neighboring properties with risk of overspill across their boundaries, affects on nocturnal creatures, and pollution of the landscape night scene from adjacent views. Details are required to establish that this will not have an adverse impact on these.

There is insufficient information to determine the waste management plan for the development – refer to NNC Waste Planning email 1 July 2024.

No amenities are proposed for the site, social infrastructure depends upon the yet to be developed mixed use area of Hanwood Park. “The average length of a walk journey is one kilometre” as stated in 3.1.6 of the MAC Transport Statement for urban walks. The nearest retail and other amenities area from the most remote dwellings on the new site will be about 1.1km walking distance, making the travel distance excessive for pedestrians.

No cycle storage appears to be offered in the scheme and this should be provided in accordance with Northamptonshire Parking Standards.

Landscape

This application should be refused for the following reasons:

For this development to be classified as a windfall development, which is acceptable at Policy HOU1, is subject to there being no adverse impact on the character of the area. Policy HOU1 also states that Windfall Development will generally be acceptable if “no erosion to the character and appearance of the area and no detrimental effects to the environmental quality, amenity and privacy enjoyed by existing residents.”. The Statement for Community Involvement recognises that “there will be some harm and that a balancing exercise is required to judge if this harm is adverse.”. The housing in the landscape and affect of associated street and domestic lighting will have an adverse impact on the character of the area as will be seen from heritage areas of Barton Seagrave village, the Grade I St Botolph’s Church and Grade II Wicksteed Park grounds. We note that photographic evidence in the Design and Access Statement was only taken from one location within Wicksteed Park towards the proposed site. The photo below, taken from another location in Wicksteed Park, has the outline of the development added and demonstrates that the development will have an effect on views from the park.



Heritage and Archaeology

This application should be refused for the following reasons:

Further archaeological site surveys and excavations are required to investigate the deposits identified in the geophysics survey (see NNC's Planning Archaeologists letter dated 16 November 2023).

The housing in the landscape will have an adverse impact on the character of the area as will be seen from heritage areas of Barton Seagrave village, the Grade I St Botolph's Church and Grade II Wicksteed Park grounds, as noted above.

Open Space

This application should be refused for the following reasons:

The area was formerly designated a Local Green Space (LGS). As noted in Section 5.3 of the Planning Statement

"The examining Inspector's 'Report on the Examination of the Kettering Site Specific Part 2 Local Plan' removes numerous areas of land that the Council had proposed to designate as Local Green Space. The Inspector's stated reasoning for this is that these areas were originally conceived as Historically and Visually Important Open Spaces (HVI) in a 2012 Background Paper and were subsequently changed to LGS but without the corresponding evidence to demonstrate that they were *demonstrably special to the local community* (as required by NPPF paragraph 102(b) for LGS designations)."

The lack of evidence provide to the examining inspector at that time should not be regarded as reason to not consider the area as *demonstrably special to the local community* given its proximity to the conservation area and the considerable number of objections from local residents. The area should be treated having LGS designation.

The area is very popular with walkers and reduction in open space will have a detrimental impact on the amenity of the area for local residents who cross the area using the public footpaths.

Ecology and Trees

Proposal for the enhancement of the remaining grassland and woodland are welcomed to improve the habitat for flora and fauna.

This application should be refused for the following reasons:

The development will cause disruption to the local ecosystem through the construction period due to the onsite activities, noise, dust, and light pollution. This disruption has the potential to cause irreplicable damage to the flora and fauna in the area.

Bat surveys have identified at least five species of bat using the site – see section 4.38 of CSA Environmental Ecological Impact Assessment. One of the bat species identified included the Serotine which is considered a ‘rarer’ bat. In the short to medium term, the loss of existing fields to housing will reduce the bats hunting grounds, and flight routes between their roosts and hunting grounds. This will have a negative impact on the bat population.

Highways and Access

We note that a Transport Statement has been produced by MAC, based on a second survey, in addition to the original made on 6 March 2023. The second traffic survey was only carried out for one day on Wednesday 6 March 2024. Both these surveys identified queuing at the traffic lights at the top of Barton Road.

This application should be refused for the following reasons:

Photographic images of Barton Road at the proposed junction to the site clearly shows queuing traffic at this point, which contradicts the findings of the MAC Report. As the picture below shows, and other anecdotal reports from users of the road suggest, a problem at the proposed junction is likely to arise.



The 5500 home planned at Hanwood Park Development, which has its vehicle access largely served from Barton Road, is still only in its early stages of development with just over 1400 homes occupied. 2700 homes are due to be occupied there by 2026. The MAC Report does not take into account the

future growth in traffic along Barton Road. The following issues need to be considered in relation to increasing traffic congestion along Barton Road:

- There is no programme or firm proposal for the construction of the postulated Weekley Warkton bypass linking Hanwood Park to Weekley Wood Lane (A6183), and this is only likely to be considered further if the uptake of public transport and active travel by the new residents does not achieve the developer's optimistic ambitions.
- The originally proposed motor vehicle route from the north west of Hanwood Park to Elizabeth Road has been abandoned in favour of a cycle/footway along the path instead.
- The proposed Junction 10A on A14 that would help to serve Hanwood Park has not been given any go-ahead. No decision will be made on junction 10A until at least 2025 and "is to be taken in the round as part of the wider development of RIS3 funding.". The new government may take a less favourable view on this junction, than the previous administration, as it seeks to release funding from economic growth. To quote the previous MP Philip Hollobone "Junction 10A on the A14 at Kettering does not yet exist. At the moment, it is just a blob on a DFT map, but it is a junction that local residents very much need if Kettering, Barton Seagrave, Burton Latimer and Cranford are not to *grind to a halt* because of all the traffic generated by the new house building taking place locally.". <https://hansard.parliament.uk/commons/2023-02-21/debates/CDB68814-3AB7-4A92-8AF8-20ED33FA17C5/A14Kettering>

Until the completion of at least one of these routes, it can be expected that congestion on Barton Road will rise significantly, effecting the egress of vehicles from the 60 Barton Road housing development, increasing congestion and creating a traffic safety hazard. This will make it more difficult for cars turning right out of the junction and increase the length of car queues turning into the new development.

The Local Highways Authority response dated 17 July 2024 has identified a number of problems with the proposed junction, which we summarise as follows:

- The proposed pedestrian crossing interferes with the layout of existing lay-by and no indication of where displaced parking would go is made.
- The potential risk of eastbound traffic having to take evasive action of vehicles maneuvering in the lay-by, within their reduced lane width, and the resultant increased danger of collision with traffic queuing in the central turning lane, is not considered by the applicant.

- When turning into the site from Barton Road, the tracking of a four axelled vehicle crosses
 - The eastbound carriage way, posing a risk to vehicles heading east.
 - The exit lane from the site posing a risk to vehicles turning right out of the site.
 - Over the kerb line of the southern footway, posing a danger to pedestrians.
- There is insufficient space to allow for multiple vehicles queuing to turn into the cricket ground, or consideration of the effect traffic backing up here will have on traffic travelling east.
- No consideration is made on the effect the proposed junction will have on traffic entering or leaving the existing residential properties facing the junction.
- Vision splays from the new junction on to Barton Road have not been assessed.

Flooding and Drainage

This application should be refused for the following reasons:

The applicant proposes to connect to the existing foul water sewer on the site. No Anglian Water response is currently available on the NNC planning portal for this application and Anglian Water must be consulted to ensure their infrastructure has sufficient capacity to carry additional foul water. Problems with foul sewage getting washed into the local River Ise have been experienced in recent years, as reported in the Northamptonshire Telegraph article on 7 April 2021 “Christmas floods sewage spill discovered as wet wipes, tampons and sanitary towels pollute Kettering watercourse”

<https://www.northantstelegraph.co.uk/news/environment/christmas-floods-sewage-spill-discovered-as-wet-wipes-tampons-and-sanitary-towels-pollute-kettering-watercourse-3192090>

Any connection into the existing sewer must be acceptable to Anglian Water and not add further risk to the pollution of the local water courses.

Consideration may be required to on-site sewage treatment works to overcome issues.

Sustainability

The ambition to better the current Building Regulation Part L1 2021 and achieve Future Homes Standard (FHS) for energy conservation is welcomed,

with an all electric approach and use of heat pumps. We note that the current Building Regulation Part L1 2021 is based on a heat pump approach and further grid energy reducing measures will be required to meet FHS.

The applicant states electric vehicle charging will be provided in section 6.2.1 of the Design and Access Statement. We note that each house with adjoining parking spaces is required to be provided with an electric vehicle smart charger in accordance with Building Regulations Part S. The provision of duct work to allow for the charging unit to be installed at a later date does *not* satisfy this requirement.

This application should be refused for the following reasons:

To meet the FHS on-site renewable energy generation is certain to be required e.g. photovoltaic (PV) panels. However, no reference is made to PVs in the applicant's submissions. The installation of PVs will effect the appearance and character of the development and details are required to assess the impact of any on-site renewable energy.

The demolition of 60 Barton Road, a well maintained existing dwelling, to create the access to the proposed site is not an acceptable solution. The Royal Institute of British Architects document, 'Built for the Environment', states "The most effective way to avoid embodied carbon emissions is to refurbish, retrofit and extend the lives of existing buildings, instead of demolishing them and building new". The loss of this house, with all of it's embodied carbon, and the resulting requirement to dispose of the demolition waste, needs to be avoided and contradicts the Joint Core Strategy Policy 9 Sustainable Buildings.

For and on behalf of North Northamptonshire Green Party

James Towns

Built Environment Spokesperson
North Northamptonshire Green Party
Date: 29 July 2024