



**Desborough Town Council**  
Town Clerk: Graham Thomson  
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Mrs Angela Brockett  
Development Management  
North Northamptonshire Council  
Bowling Green Road  
Kettering  
Northamptonshire  
NN15 7QX

26 May 2021

Dear Mrs Brockett,

**NK/2021/0356 – Approval of Reserved Matters pursuant to outline planning permission KET/2017/0169 for 700 dwellings**

**Objections from Desborough Town Council.**

Desborough Town Council wishes to object to the proposals as set out and for the reasons given below. I believe that you will have received many objections from residents of the Grange, particularly from Rowan Close. Desborough Town Council supports the residents, the Police, Northamptonshire Highways, and others in their objections.

It would seem from reading the proposals, and the many objections, that despite many years in the planning, the proposals have been rushed and are incomplete in material aspects. It would be best if the application was withdrawn and resubmitted following changes as requested / required by consultees and the required Assessments carried out afresh.

Overall design

- Overall, the rather disappointing layout seems very urban and citified with long straight lines not at all in keeping with the design of Grange I, nor any other part of Desborough. This will lead to the conclusion that this development on the edge of Desborough is not **part of** Desborough. Consent should be withheld and a new layout submitted.
- The view of the Police that the development as proposed does not meet the Secured by Design standards is wholeheartedly endorsed.
- Storage of refuse and recycling bins should be within the secure areas of properties but with easy access to the public pavement areas for collection. Consent should be withheld until details are provided.
- Many of the properties do not seem to have any or suitable secured defensible space around them which will invite antisocial behaviour or criminal activity in future.
- No details of the lighting in the development have been seen. Consent should be withheld until details are provided.
- The property and tenure mix is noted however, the mix on the plans does not comply with accepted standards (NPPF) in relation to making affordable properties blend into the development.
- The relationship of the proposed development with the existing Grange I development is not as previously shown. The buffer zone between properties on the two developments is no longer shown however, strikingly there do appear to be bunds and planted barriers between the development and the green space to the East. Also benefiting from planted

protection are the country road to the North and Stoke Road to the West. It is submitted that this defect renders the proposals ineffective.

- Footpaths and cycling provision should be clear and provided not just within the site but also along the Back Lane and Stoke Road borders (either within the site or outside).
- Consent should be withheld until details are provided.

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- Footpaths and cycling provision should be increased to the expected standard and provided not just within the site but also along the Back Lane and Stoke Road borders (either within the site or outside).

### Roads

- Desborough Town Council notes that Public Footways UC6 & UC7 cross the site and would expect any proposed changes to these footways to be sympathetically treated putting the needs of the footpath user, not the developer, at the centre of the proposals. Any proposed relocation of footways should be truly commodious for **walkers** and not just expedient for the developers.
- Desborough Town Council is concerned that the proposed internal road layout is ill-thought out, and contains potentially dangerous straight stretches of road and inherently unsafe junctions. The road layout should be reconfigured to introduce curves and natural barriers to potential inappropriate speeds.
- Consent should be withheld until the layout is amended to something more in keeping with modern design standards.

### Access into the development

- Desborough Town Council is extremely concerned about the proposed access to the site and objects to the proposed accesses from Rowan Close and Wood Avens Way.
- Other objectors have explained why Rowan Close is not a suitable or appropriate gateway to the development site: it is too narrow especially for busses and other public service vehicles, and there is insufficient off-street parking.

- Similarly, if there is an access at Wood Avens Way there are concerns about the capacity of the junctions of Ironwood Avenue and Thistle Drive from Buttercup Road (presumably the logical route out of Grange I), and the inability of the alternatives of Rosebay Road and Honeysuckle Road to take any more traffic owing to the excessive on street parking.
- It is patently obvious that the Transport Assessment is out of date and bears little relation to the development now proposed. Desborough Town Council strongly objects to any consent being granted based on the Transport Assessment submitted and would like to see a new Assessment based on the proposals as submitted and in the context of the additional developments constructed, under way, and proposed for Desborough and Rothwell.
- Whilst there are clear needs and benefits from cycle and pedestrian access routes from Grange I to Grange II, the obvious difficulties posed by the inherent unsuitability of Rowan Close, Wood Avens Way, Ironwood Avenue.
- Desborough Town Council would prefer to see vehicular access to the development site from Stoke Road (B669) and also from Back Lane (between Stoke Road and Pipewell Road).
- Consent should be withheld until a new Transport Assessment is provided and accepted.

#### Community facilities

- There appears to be insufficient parking provision at the commercial centre and an absolute lack of detail.
- Details of the service provision for the local centre must be provided before any consent is given, especially but not limited to deliveries, bin stores, security, boundaries, and access.
- No details have been provided of any medical or other provision for social need.
- Consent should be withheld until details are provided.

#### School

- The Council is concerned about the location of the school within the site. The access details are unclear, and given that it is not guaranteed that all parents and children will walk, it is not clear where parents' cars will wait.
- Details of the parking and waiting provision both inside and outside the school site should be shown.
- It is surprising and disappointing that there are no details of the school: its form, location within the site allocated, and especially parking or vehicle circulation details.
- The site allocated for the school seems too small for any school building, parking, turning area, outside play and nature space, and bins / services, to be provided on site. The site must be expanded to suit a modern provision.
- Consent should be withheld until details are provided.

#### Play provision

- The play areas appear to be little more than an afterthought, away from the gaze and supervision of the majority of properties and therefore at risk of antisocial behaviour and damage.
- Boundaries and buffers between houses and the play areas should be formalised.
- There is insufficient detail about: the play provision, capacity for overseeing from residences, boundaries, measures for the prevention of vehicular access.
- Consent should be withheld until details are provided.

#### Drainage

- The Council is concerned at the lack of a drainage strategy leading to the impact of surface water drainage not being adequately addressed
- Consent should be withheld until a Drainage Strategy is provided and accepted.

### Green issues

- The Council welcomes the introduction of an allotment area but questions the location, especially given that they will not be overlooked and might therefore be a target for antisocial behaviour. A location closer to the school site might assist in intergeneration integration and with appropriate learning objectives from the school.
- No ecological impact report has been seen for the development as proposed and should be provided and taken into account before any consent is granted.
- The bus route should be devised following any redesign based on the other matters raised in objections. The route should loop through the development and should enter and leave onto Stoke Road / Back Lane.
- The opportunity should be taken to install public electric vehicle charging points, possibly in the local centre.

### Construction traffic

- Without question, the Council most strongly objects to ANY construction traffic using any route through Grange I (irrespective of any decision on access routes into the site). All construction traffic should enter Desborough from the A6 / B576 Desborough Road roundabout, along Brampton Wood Lane and into a new entrance to the development site from Stoke Road. Under no circumstances should any construction traffic enter the development site through existing the Grange I development.
- Desborough has suffered from the construction traffic for the development at Rothwell North. However, approving **and enforcing** one specific route for construction traffic has drastically reduced the incidence of construction traffic causing damage, noise, and disruption along unapproved routes. Any consent should restrict traffic to the least intrusive route which should be enforced by a condition requiring ANPR monitoring and reporting non-compliance to the Town Council similar to the scheme at Rothwell North, with a legally binding system of fines for construction-related vehicles not following the approved route into and out of the site.
- A detailed construction management plan should be provided before approving the reserved matters (including details of construction traffic routing, construction access, hours of work, wheel washing details).

Yours sincerely,

Graham Thomson  
Town Clerk