

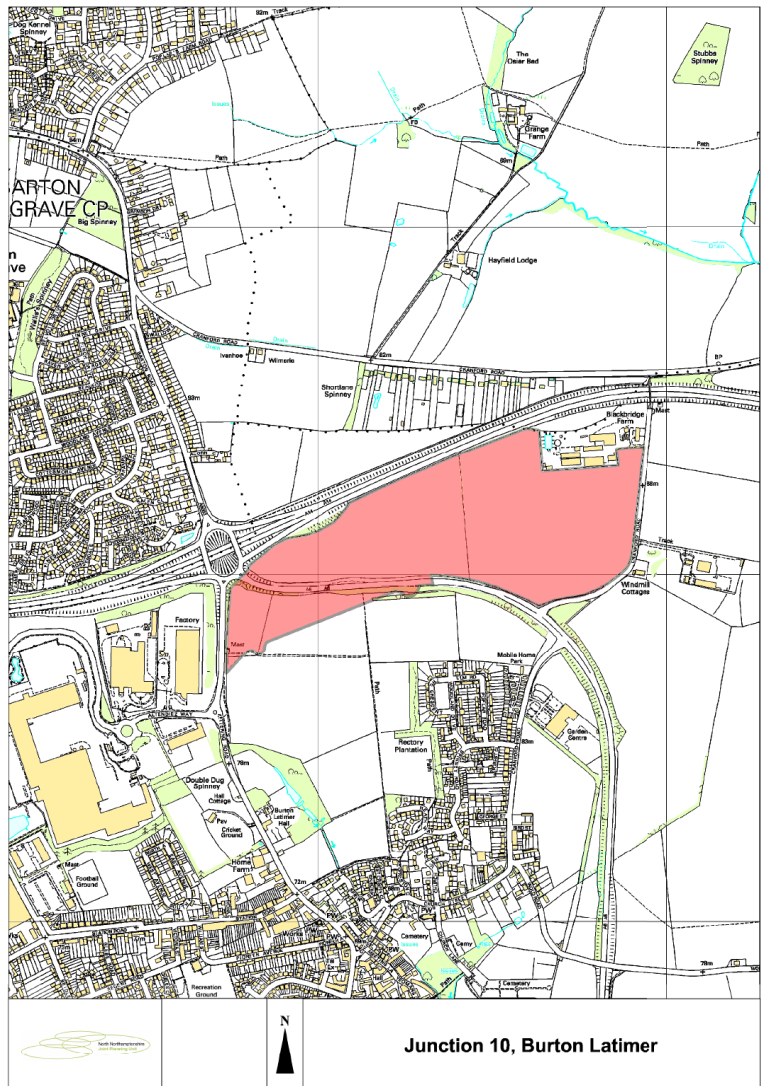
A. A14 junction 10, Burton Latimer

4.4 Site description

Land adjacent to A14, junction 10 (the site) is located on agricultural land immediately to the south of the A14 and east of its junction with the A6 at Burton Latimer. The land abuts the A6 to the south and Cranford Rd to the east. The planned East Kettering sustainable urban extension is located directly north of the A14 whilst the Latimer Park employment area lies immediately to the west.

4.5 Proposed land uses and scale of development

The site, which has a net developable area of approximately 32ha, will provide a major opportunity to develop a high quality business park with a mix of B1 (business), B2 (general industrial) and small scale B8 (distribution) uses. Roadside services, such as a hotel, will be permitted provided that, both cumulatively and individually, they are of a minor scale relative to the overall site area.



4.6 Key objectives

The development should deliver:

- employment and training opportunities which help to build a more diverse, dynamic and self reliant economy;
- improvements to the road network made necessary by the development;
- opportunities for non-car based travel through the provision of public transport which is commercially sustainable in the long term; enhanced pedestrian and cycling connections with existing and planned urban areas; and on-site provision of ancillary roadside services;
- accessible green infrastructure which links into sub-regional and local corridors; enhances access to the countryside; and protects and enhances biodiversity assets;
- high quality landscape treatment to enhance the character of the development and ensure that it is satisfactorily assimilated into the surrounding countryside; and
- proposals of the highest quality of design which support low carbon growth through the attainment of high standards of energy efficiency, renewable energy and sustainable construction; and reduce the risk of flooding in accordance with policies in the Plan.

4.7 Key constraints

Highway capacity and access infrastructure constraints associated with the A14/A6 junction will require major improvement works to be undertaken. The A6 and A14 act as major barriers, particularly for pedestrians and cyclists, restricting connectivity between the site and neighbouring settlements. In addition, street connections within the vicinity of the site are limited to Cranford Road on the eastern flank of the development area. Adjacent to the north-east corner of the site is Blackbridge Farm, which is used for the storage and treatment of non-hazardous biodegradable waste.

4.8 Key infrastructure

Development of the scale proposed will require the phased provision of infrastructure. Relevant providers and stakeholders have broadly indicated how and when these facilities might be required and this information is set out in the Infrastructure Delivery Plan. Key infrastructure requirements will include:

- Major improvements to the A14. The Highways Agency is undertaking an investigation in order to identify measures to safeguard the future operation of the A14 in the area and will consider the proposal as part of that study. Significant remodelling of junction 10 of the A14 will be required, which must be planned in tandem with highway infrastructure provision for East Kettering. It is also likely that a new A14 junction 10a will be required to the east of Blackbridge Farm in connection with the Kettering East urban extension will be required with a link to the A6/Cranford Road junction. The precise alignment of the road has yet to be determined but it will be essential that development of the business park does not prejudice the delivery of the link road;
- The provision of a new bridge across the A14 for cyclists and pedestrians to align with the existing footpath;
- The provision of a bus service as part of an integrated transport network to serve the development if it can be proven, in consultation with Northamptonshire County Council, that a bus service can be sustained commercially in the long term;
- Sustainable drainage systems, which may include a contribution towards off-site flood storage reservoir enhancement; and
- Other infrastructure as detailed in the Infrastructure Delivery Plan.

4.9 Place shaping requirements

Access: The site will need to be accessed from the A6, although a secondary link into the road connecting to the proposed A14 junction 10a may be appropriate.

Key strategic links to the surrounding area: In order to encourage a modal shift away from the car it will be essential to enhance connectivity with Kettering and Burton Latimer. Scope exists to link the site to Burton Latimer via the provision of suitable crossing points over the A6. The agricultural land south of the A6 is understood to be in the same ownership as the site and provides an opportunity to enhance the existing public right of way (route code UA11) and provide links into this route.

The existing public footpath which traverses the allocated site (UA11) has been diverted at the point where it meets the A14 and currently provides a circuitous route across the trunk road via the bridge at junction 10 of the A14. The viability of supplementing this circuitous route with a direct link across the A14 in the form of a bridge for pedestrians and cyclists should be explored as a means of improving access between the site and planned development and related green infrastructure corridor at East Kettering.

Street connections surrounding the development are currently limited to Cranford Road, which links to a bridleway (route code UA23) and a bridge at its northern end over the A14 into the planned sustainable urban extension at East Kettering. Whilst the street may need to be realigned to improve access to the A14, measures must be taken to ensure that it provides an inviting link which encourages its use by pedestrians and cyclists as a further route to East Kettering and Burton Latimer. In this connection, and where feasible, Cranford Road should be used to form the skeleton of a main street with uses on the site fronting on to it and a network of smaller streets with a variety of unit sizes springing from it.

Strategic landscaping and green infrastructure: High quality strategic landscaping should enhance the character of the development and minimise the visual impact of the development. Measures should include structural landscaping, including woodland creation, in order to screen the A14 and minimise the impact on other neighbouring land uses. Limitations on the scale and height of buildings may also be appropriate and landmark buildings should be incorporated into the masterplan in order to emphasise the importance of the site as a gateway to Kettering. Woodland creation, existing landscape features and sustainable drainage systems should be woven into a network of green infrastructure which acts as a wildlife corridor; provides opportunities for informal recreation; and provides footpath and cycleway links that enhance connectivity with Burton Latimer, Kettering East and the local green infrastructure corridor (Wicksteed Park to Thrapston) which runs along the northern boundary of the site and to the north of the A14.

Delivery: Proposals will need to be subject to an agreed masterplan and phasing strategy that can be conditioned as part of any planning permission for the site to maintain development viability and ensure deliverability of all aspects of the scheme.

4.10 Policy

Land at A14 junction 10, Burton Latimer is allocated for employment uses on the Policy Map. The floorspace shall be reserved for a mix of B1 (business), B2 (general industry) and small scale B8 (storage and distribution) uses with the provision of minor ancillary roadside services.

Proposals must:

- a. Be subject to a masterplan that forms part of a consented planning permission;**
- b. Minimise visual impact on surrounding development and the countryside;**
- c. Include a network of high quality landscaping and green infrastructure which includes woodland creation; enhances the character and ecological value of the site; and provides links to Burton Latimer, Kettering, the Sustainable Urban Extension at East Kettering, and the adjoining countryside;**
- d. Include principal access from the A6 and satisfactory measures to accommodate traffic levels arising from the proposed development through nil-detriment schemes on the A14 and surrounding highway network;**
- e. Provide an integrated transport network focused on sustainable transport modes including walking, cycling and commercially sustainable public transport with strong connectivity to the neighbouring urban areas of Burton Latimer, Kettering and the Sustainable Urban Extension at East Kettering;**
- f. Provide other infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan; and**
- g. Comply with all other relevant policies in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of infrastructure.**