

## **Land North of Shirley Road, Rushden**

### **Questions Received from Residents Throughout Public Consultation Period**

This document sets out in full the questions received throughout the duration of the Public consultation process undertaken by ilke Homes in respect of land North of Shirley Road, Rushden. This includes questions received directly via email, as well as questions received during the online public exhibition held on Wednesday 2nd December 2020.

The questions received have been grouped thematically for ease of reading and where a question has been asked multiple times with either the same or similar wording, these are included together with a single answer provided. Where a question can be said to relate to more than one theme, it has been included under the theme to which it predominantly relates.

The themes within this document are listed alphabetically and are as follows:

- 1) Access
- 2) Affordable Housing; Mix, Tenure and Pricing
- 3) Construction Impact
- 4) Consultation
- 5) Design
- 6) Ecology, Biodiversity and Landscaping
- 7) Flood Risk and Drainage
- 8) General
- 9) Ground Conditions
- 10) Highways Capacity and Traffic Generation
- 11) Infrastructure
- 12) Parking
- 13) Quantum of Development
- 14) Site Layout

## **Access**

***Q. Why is Shirley Road not being considered as an entry point?***

***Q. Access can be granted via Shirley Road, which has a straight entry with good visibility? Why hasn't this been considered?***

***Q. Is there going to be vehicular access from Shirley Road?***

***Q. Who currently owns the brownfield site between the greenfield site and Shirley Road? If you acquire this additional land, will you put in an access road from Shirley Road? How many additional homes will this extra piece of land accommodate?***

***Q. Why demolish a house in Prospect Avenue when there appears to be access routes via Crane Close/Peck Way or Shirley Road already available?***

A. Access to the site from Shirley Road has previously not been achievable as the area of land within the site immediately adjacent to Shirley Road is not formerly registered with the Land Registry. Ilke Homes has therefore not been able to acquire this land in order to propose any access from Shirley Road. However, as a direct result of this consultation process, the landowner has now been identified and Ilke Homes has made formal contact in respects of this land. Nevertheless, this land remains in third party control and the intentions of this third party are not known. Ilke Homes can therefore not commit to providing an access from Shirley Rd at this time.

Notwithstanding the above, highways capacity assessments are ongoing in respect of both Prospect Avenue and Shirley Road as part of the technical assessments required to undertake a planning application, including their junctions with Higham Road and High Street respectively.

Access from Peck Way and Crane Close is not achievable as both of these roads terminate in a privately owned drive, which are of a standard capable of being adopted by the highway authority. Furthermore, the difference in levels between these roads and the site would make achieving an access difficult.

Lastly, it is no longer proposed to demolish any dwellings on prospect Ave in order to achieve the proposed access. Instead, only the detached single garage to number 71 will be demolished. Replacement parking for this dwelling will be provided as part of the

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development.

***Q. Has access been considered via John Clarke Way? Would it be viable and if not, why not?***

***Q. Many if not most of the 85% of the voters who approved of the neighbourhood plan assumed that access to the site would be from John Clark Way. Why was this not mentioned?***

***Q. Why can access not be gained from John Clark Way to the south of the site? This has been proposed previously with a potential level crossing across the (part time) historical railway line.***

***Q. Didn't the Neighbourhood Plan propose access via John Clarke Way?***

***Q. Can you explain why you have decided to select the inappropriate Prospect Avenue for access when it wasn't covered in the Rushden Town Development Plan we voted for?***

A. Ilke Homes was not involved in the neighbourhood plan process and therefore cannot comment upon any verbal statements that may or may not have been made in respect of the site access intended at that time. However, the text included within Policy H3 of the Neighbourhood Plan simply requires any development of the site to "... provide for appropriate vehicular and pedestrian access" and is silent on any specific location for the access.

Nevertheless, access to the site is not achievable via John Clarke Way Due to a number of intervening third party landowners, as well as the heritage railway. Ilke Homes has engaged with a representative of the heritage railway as part of their consultation efforts, who confirmed that the railway remains active and the proposed development should not jeopardise its function in any way. This would include achieving an access from John Clarke Way.

***Q. Why have a road that goes straight against someone's house (house at the end of Prospect Avenue), causing blind corners which could seriously cause death or injury?***

***Q. The curve of the bend on to the proposed new junction from the development to Prospect Avenue is also a safety concern as there is likely to be queuing traffic***

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***that will not be seen without speed restrictions. Are there going to be speed restrictions in the new development?***

The concern raised by residents in respect of the safety and legibility of the proposed access of Prospect Avenue are heard and understood. However, ilke Homes would like to assure residents that the layout and siting of the proposed access from Prospect Avenue has been designed so that the requisite visibility displays and vehicle tracking (including for emergency and refuse vehicles) is achievable. Technical drawings demonstrating the safety and usability of this access will be submitted as part of any application for planning permission.

***Q. With only one road in and out for so many homes what will happen when there is maintenance required? How will people get access to their homes and where will they park?***

***Q. With a single point of access from Prospect Avenue, how are emergency vehicles to access the site, if the single access route is blocked?***

***Q. Why do you think one entrance/exit - placed on a dangerous bend skimming dangerously close to existing houses - will suffice and be safe?***

A. Northamptonshire County Council highways guidance does not specify a minimum or maximum number of homes that may be served off a single point of access. However, as a rule of thumb, the majority of local authorities within England consider that a single point of access can serve up to between 150 and 200 homes. A single point of access to this site is therefore considered to be appropriate. Indeed, no comments in respect of the number of access points proposed have been raised from Northamptonshire County Council as part of the Applicant's pre-application advice process in respect of this site.

On the rare occasion that maintenance may be required in the future, the application would be on the Highways Authority to manage this in a suitable way to ensure that free flow of traffic is maintained.

***Q. Will access to the greenway remain?***

***Q. Where will the access to the greenway from the site be?***

***Q. Where is the access to the greenway on the plan for children going to school and such from the Avenue?***

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A. The site will not have direct access to the Greenway, principally due to the intervening heritage railway line that sits between the site and the Greenway itself. Any existing access to the Greenway from the site is understood to be informal and crosses land in multiple ownerships, including the heritage railway, and is understood to be unauthorised.

Nevertheless, residents may access the greenway either to the north of the site via The Hedges, or to the south via High Street and John Clarke Way.

**Q. If you acquire the brownfield land between the site and Shirley Road, how many houses will it take and will there be access from Shirley Road?**

A. The capacity of this area of land has not been tested at this time as it is not under the control of ilke Homes. However, it was to be acquired Then an access could potentially be proposed, subject to its being physically achievable and demonstrated to be safe. Similarly, the junction of Shirley Road with High Street would also need to be tested.

## **Affordable Housing; Mix, Tenure and Pricing**

### ***Q. What form will the affordable housing take? Mortgaged, social housing, housing association, etc.?***

A. The final housing mix and tenure is not yet known as discussions are ongoing between ilke Homes and the registered providers who would ultimately take on the management of the dwellings in the long term. Nevertheless, the final housing mix and tenure proposed would have regards to the Council's housing market assessment in respect of need.

### ***Q. Why is it decided to have 'affordable' housing rather than higher value housing?***

A. Ilke Homes is a business which specialises in the provision of affordable, rather than market housing. Furthermore, East Northamptonshire Council has identified the need for over 800 new affordable homes within Rushden to 2031. There is therefore an identified need for affordable homes in Rushden.

### ***Q. How many of the homes will be social housing?***

A. 'Social Housing' is an informal term which refers to properties owned either by the State (through the local authority) or through a Housing Association and rented by the occupant. These dwellings are referred to in planning policy and guidance as 'Social Rent' or 'Affordable Rent' homes. The precise breakdown and percentage of such dwellings on the site are not yet known, that's discussions with registered providers are ongoing.

### ***Q. What will be the mix of owner-occupier and rental properties?***

### ***Q. Will the homes be freehold or leasehold?***

A. All of these dwellings proposed on the site are to fall under the umbrella term 'Affordable Housing'. This will comprise a mixture of leasehold homes for rent, as well as shared ownership dwellings with a proportion of a dwelling may be acquired on a freehold basis. The precise breakdown and percentage of such dwellings on the site are not yet known, that's discussions with registered providers are ongoing.

**Q. You say 20% lower than market value is that 20% lower than traditional new build price?**

A. Market value is representative of the dwelling in question, both in terms of size and condition, which in this instance would be a new build property.

**Q. Will ilke Homes be part of the help to buy scheme?**

A. Help to Buy equity loans allow buyers to purchase a new-build home with a 5% deposit, however the homes on this site will be available to residents in a different way as they will be managed by a Housing Association to provide a mixture of homes for those on the affordable housing need register. However, we are aware that a lot of Rushden residents will want the ability to get onto the property ladder and gain ownership of their own home. As such, whilst the tenure mix of the proposed homes is being discussed with registered providers and the Local Authority, it is intended that a proportion will be available as shared ownership, with a staircasing mechanism in place to purchase more equity in the property over a period of time.

**Q. What are the prices of the 2 bed 3 bed and 4 bed?**

A. The prices of the homes are not yet known as they are ultimately determined by the prevailing market value at the point of sale which is not likely to be for at least another 18 months.

**Q. As pensioners living in our own property what opportunity is there for downsizing?**

**Q. How big will these houses be? 135 sounds like a lot in the space.**

A. The precise mix in terms of dwelling size is not yet known. However, the mix of the proposed properties will be predominantly two and three bedroomed properties, rather than larger four bedroomed properties. Opportunities for downsizing will therefore be available.

**Q. How many exactly and which ones will be designed for older persons - as they are all multilevel houses will they include chair lifts?**

A. The final number of homes specifically for older persons are not yet known. There is no specific requirement in the neighbourhood plan in terms of numbers, which simply states

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that "the proposed development will make provision for older peoples' accommodation". None of the proposed homes for older persons will be multi-level. At present, it is envisaged that these dwellings will be provided in the form of accessible apartments, which will benefit from a central lift core, providing access to the apartments which themselves will be across a single level.

***Q. Your leaflet talks of environmentally friendly modular units but these have a very short lifespan of around 50/75 years. The houses in Prospect Avenue are already 100 years old - and every one of them still looks - and is - good. The environment could have been much better for your proposed buyers if you had left a few trees around there instead of bulldozing them down - I watched in horror as your bulldozer just went in a straight line regardless of anything with animals fleeing for their lives. How can you declare you are environmentally friendly?***

A. The life span of a modular home produced by ilke Homes is no different to that of a 'conventionally' built home. the modular homes built by ilke homes are backed by the National House Building Council (NHBC) Guarantee, which guarantees that the homes will have a minimum life span of 75 years. This is the exact same guarantee that is afforded to any other 'conventionally' built home and, in reality, the life span of the modular homes (and indeed 'conventionally' built homes') is a lot longer than this. In fact, the modular homes are constructed to withstand their journey from ilke Homes' factory in Yorkshire to any site across the UK and are therefore more structurally robust than a 'conventional' dwelling.

The site clearance works were undertaken by the landowner and their contractor. Following an ecological survey, it was recommended that clearance works be undertaken in September to avoid bird-nesting season therefore the clearance work was undertaken that month. An officer from East Northamptonshire District Council attended site and had no objection to the site clearance. An Ecological Appraisal will be submitted with the planning application which will set out how the development will accommodate mitigation/compensation measures to ensure there is no negative impact on biodiversity or protected species.

## **Construction Impact**

### ***Q. Will construction traffic come via John Clarke Way or Prospect Avenue?***

A. Construction access to the site will likely be from Prospect Avenue as, at this time, no other points of access are achievable for the site.

### ***Q. What types of vehicles are used during the delivery and how wide are the houses when they are delivered?***

A. A low loader will be used and the houses are approx. 5 meters wide.

### ***Q. Will there be any reduction in groundworks and site infrastructure due to modular construction?***

A. Groundworks, such as the construction of foundations, are required on site prior to modular homes being brought in and established in their final position. The precise nature all these groundworks are not yet known as ilke Homes is in the early stages of detailed design. However, it is likely that this will involve some elements of levelling across the site.

### ***Q. When will construction on the site start?***

A. If ilke Homes is successful in securing planning permission for the site, it is anticipated that construction will begin by the end of 2021.

### ***Q. How long in construction expected to take?***

A. The construction of modular homes is much quicker than 'conventional' homes, due to the process taking place off-site in factory conditions. We would expect a site of this size to take around 12 – 18 months to complete, compared to around 30 months for a comparable traditional development. This includes the time it would take to undertake any ground works and construct the proposed access.

### ***Q. Will the site be developed in phases and partially occupied before completion?***

A. The site will be developed under one phase and houses may be occupied before the whole site has completed.

## Consultation

### ***Q. Where can I find the results of the survey?***

A. The results of all of the consultation will be published as part of a Statement of Community Involvement which will be available when ilke Homes submits a planning application in the near future.

### ***Q. Will you be consulting with Rushden Historical Transport Society?***

A. ilke Homes Has not consulted with the Rushden Historical Transport Society directly. However, Rushden Town Councillor Richard Lewis is also the chairman of the Transport Society and he has made his views clear in respect of the railway In that it must not be detrimentally impacted by the development.

### ***Q. Can you tell us when and how you will be negotiating in meaningful consultation with local residents from Prospect Avenue?***

A. As you will appreciate, there are currently restrictions on traditional face-to-face methods of consultation as a result of Covid-19. Ilke Homes has therefore taken steps to ensure that meaningful consultation continues on a virtual basis. Ilke Homes arranged a leaflet drop to approximately 7,000 address in the proximity of the site to ensure that they are aware of the proposals, as well as inviting them to a virtual exhibition held on Wednesday 2nd December. This exhibition ensured that all residents, whether on Prospect Avenue or elsewhere, had the opportunity to hear about the proposals and ask questions of the project team. The leaflet also included a link to the project website ([www.shirelyroad.co.uk](http://www.shirelyroad.co.uk)) which provided further detail in respect of the proposal and included an online feedback form to allow residents to provide their view. questions have also been received via email and via the virtual exhibition. This document represents a comprehensive response to every single question received sure out these methods of consultation.

### ***Q. How many leaflets were sent out and how many people are attending?***

A. A total of 6,902 leaflets were sent out to addressed in Rushden and Higham Ferrers and 65 people attended the virtual exhibition held on Wednesday 2nd December (0.94%).

***Q. Are there any handouts available from the webinar or other consultations that I can obtain for further reading?***

A. Yes, copies of all of the consultation material and a recording of the exhibition are available on the website, [www.shirleyroad.co.uk](http://www.shirleyroad.co.uk)

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## Design

***Q. How will you safeguard the impact on the character of the current area?***

***Q. How are you planning on building the houses in keeping with the heritage of the local area?***

***Q. Prospect Avenue is a quiet, tree lined 1920's street how will the character be respected with this proposed construction?***

***Q. The proposed development is out of character with the houses in Prospect Avenue and The Hedges. What can be done to help blend the site in?***

A. It is proposed to incorporate 'robust contemporary' elevations that will pick up on local characteristics but will provide a 'cleaner' materials palette than the more traditionally detailed units that are associated to the west.

***Q. How insulated for noise on party walls compared with traditional build?***

***Q. What will be the built quality? (standard developer built quality or using modern materials with higher insulation, ground floor insulation, possible air-tight with mechanical ventilation...)***

A. The party walls comply with building regulations and robust details.

Homes can be manufactured with superior consistency of quality thanks to the precision engineering possible in a factory environment. Rigorous quality control systems ensure any issues or flaws are picked up and remedied before a module leaves the factory, and processes are implemented to prevent recurrence.

The use of materials can be optimised, reducing waste and creating room to specify higher quality materials.

These are stored and installed without exposure to weather, which means there is little to no risk of materials being spoilt.

Using state of the art manufacturing and quality control technology enables manufacturers to continuously improve both the quality of the product and the efficiency of the overall process. Through precision manufacturing and the use of high-grade insulation materials, homes built in volumetric modules can achieve a better energy performance than a typical traditionally built home.

***Q. How will the development affect the Heritage Railway? Will there be a fence between the footpath and the railway track?***

A. Ilke Homes will ensure that the proposed development does not detrimentally impact the Heritage Railway and its significance to the local community has been made clear throughout this consultation. The boundary treatment between the footpath and the railway track is not yet finalised, however, ilke Homes will ensure that it is robust and secure to stop any unauthorised access across the railway.

There will be a robust boundary fence adjacent to the Heritage Railway line to prevent unauthorised access from the site onto the tracks. The type of boundary treatment will be agreed with the LPA as part of the planning submission.

***Q. Will the houses have electrical charging points?***

A. Ilke Homes will investigate the ability to provide external sockets to facilitate the installation of EVC points.

***Q. Will the homes have solar panels?***

A. At this stage it is not proposed to incorporate PV Panels.

## **Ecology, Biodiversity and Landscaping**

***Q. Were ecological surveys undertaken prior to clearing the site? What were the findings?***

***Q. Why was the ecological survey completed after the site was cleared?***

***Q. Are the "Ecological Enhancements" going to redress the harm to habitats that's already been caused?***

***Q. Is it true that the area that was cleared housed bats and newts and potentially protected species?***

***Q. How are you going to regenerate the bat and newt population?***

***Q. Why weren't tree and ecology surveys carried out before the fields and wildlife were destroyed? Was it because bats and newts were there and this would have prevented the development?***

A. An ecological survey was undertaken earlier this Summer before the site clearance took place by the landowner. The ecologist found that the site offered limited opportunities for protected species, and there was no evidence of newts on site. Specific bat surveys were undertaken and overall low levels of bat activity were recorded within the site therefore the proposed development is not anticipated to have a significant impact on the local bat population. With regards to clearance, it was recommended any clearance be undertaken in September to avoid bird nesting season and this advice was followed by the landowner. Moving forward, whilst the proposed development is not anticipated to have a significant negative impact on biodiversity or any protected species on site, the proposed development will offer mitigation measures across the site such as bird and bat net boxes erected on new buildings.

***Q. How can the project claim to be "green" and this not include the protection of trees and wildlife?***

***Q. What will happen to the wildlife on the site?***

***Q. What will happen to the lovely wildlife corridors of hedges and brambles on the site at present?***

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A. There is a national requirement to provide a net gain for biodiversity as part of any planning application. The proposed development will inevitably result in the removal of some existing vegetation, such as that required to achieve the site access. However, the removal of existing vegetation will be minimised wherever possible.

Any ecological losses be mitigated through the provision of new biodiversity features within the development, the precise details of which are to be confirmed within the ecological documents submitted in support of the planning application.

Measures to protect existing retained vegetation will be detailed within a tree protection plan submitted as part of the arboricultural evidence as part of the planning application.

***Q. Was the clearing of the additional land on the other side of the greenway, near John Clark Way, related to this plan?***

A. It is not clear which land this question relates to. However, ilke Homes can confirm that the only clearance works that have taken place within the site were those required to ensure the natural drainage occurs efficiently into the existing drainage ditch. Any clearance works and in vicinity of the site are not related to ilke Homes.

***Q. Will the tree line along the back of Peck Way properties be retained?***

***Q. What existing green infrastructure will be retained?***

A. It is proposed that the trees along the boundary with properties on Peck way will be retained. Existing vegetation along boundaries will be retained where possible.

***Q. Ecological enhancements are mentioned to be included on site - what kind of actual ecological enhancements specifically do you have in mind?***

A. The precise extent and nature of ecological enhancements proposed or not yet known as the final design of the proposals has not yet been concluded. The final design ultimately dictates the extent and nature of the ecological enhancements required. Nevertheless, enhancements are likely to include new native species wildflower and hedgerow planting, tree planting, the installation of bird and bat boxes and other habitat features.

***Q. What has been done about the Japanese knotweed in the field behind Peck Way?***

A. Ilke Homes is not aware of any Japanese Knotweed to the right of Peck Way within the site boundary. However, should Japanese Knotweed be found on site at any stage of the planning or construction process, suitably qualified experts will be employed to ensure its safe removal and destruction.

## Flood Risk and Drainage

***Q. With your land sloping down to Peck Way we have concerns when your land is built on the water will run down to peck way and flood our houses. Also, where will the sewerage from your estate go? The Peck Way sewage system is over utilised and we have had issue with it before.***

***Q. On checking the flood register there is a danger of surface water flooding on the site coming down from the hill. What are the plans to address this?***

***Q. Has consideration been given to the ground water situation? Many of the houses in this area already suffer from consistently waterlogged gardens and this can only get worse with this development. The area currently provides some water storage and the vegetation also helped to disperse rainfall.***

A. There is an obligation for the development to not only ensure that flood risk is suitably managed within the site, but also that the development does not increase the risk of flooding elsewhere including the properties on Peck Way. This obligation extends to both surface water and groundwater risk.

It is proposed that both surface and ground water will be managed by Sustainable Drainage Systems (SuDS). These may include an attenuation basin, permeable paving, soakaways and land drains. The final detailed drainage design will be submitted as part of any planning application, demonstrating that there is no increased risk of flooding to properties on Peck Way.

***Q. Re. inclusion of balancing pond in your plans - was that a requirement from site details and suggested by third party (if so, who? and why?) or was it included in your preliminary site plants as result of your site research - if so, what in that research dictated the necessity of that pond?***

A. The inclusion of the surface water attenuation pond is common on a residential development of this site as it is an effective method of controlling and storing surface water. The inclusion of the pond has been guided by the appointed flood risk and drainage consultant advising ilke Homes in respect of this site.

Other sustainable drainage methods will also be utilised, such as permeable paving. However, these alternative methods alone would not be sufficient to manage surface water across the entire site.

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The detailed drainage calculations for the development will be included as part of any flood risk assessment and drainage strategy submitted as part of the planning application.

***Q. What capacity plan are you working to for both surface water drainage and foul water drainage? Why is there so much surface area tarmacked with little green space?***

A. Confirmation has been received from Anglian Water confirming capacity for the foul flows generated by the proposed development as well as discharge rates for the surface water attenuation. Technical investigations are ongoing and further detail will be provided in a Foul Water and Drainage Strategy to be submitted with the planning application.

***Q. Where will sewage connections be made?***

A. It is anticipated that a connection will be made to a connection point in the south west corner of the site. Technical investigations are ongoing and further detail will be provided in a Foul Water and Drainage Strategy to be submitted with the planning application.

## General

***Q. What do you think will be the impact on the Prospect Avenue community as we have street parties, pipers and tree lined peace? What will happen to the lovely Cherry Tree at the end of the road?***

A. It is intended that the proposed development functions as an extension of Prospect Avenue, including ensuring pedestrian connectivity in both a northern and southern direction to minimise any reliance on the private car. It is intended that residents of the new development will seamlessly integrate within the existing community.

Unfortunately, in order to achieve the proposed access to the site, the cherry tree at the end of Prospect Avenue will need to be removed. However, the removal of this tree, along with the removal of any other vegetation required to achieve the development, will be mitigated through the provision of replacement planting.

***Q. You seem to be quite a new organisation. Are you part of a large national house-building company?***

A. Ilke homes is an independent business established in 2017 and does not form part of any other housebuilding company.

***Q. Do Ilke own the site?***

A. The site is owned by a separate landowner and Ilke Homes have a contractual position on the site.

***Q. What will be the expected effect of this work on the Greenway?***

A. The proposed development will not have any detrimental impact upon the Greenway. Whilst the site will not benefit from any direct access to the Greenway, a formalised footpath is provided within the site in a north-south direction which is intended to provide residents with access to the Greenway beyond the boundaries of the site.

***Q. How will local government changes affect this proposal?***

A. There is the potential that this application could be determined after April, meaning that it would be considered by the newly formed North Northamptonshire Unitary Authority. However, it is not considered that this restructuring will materially impact upon the

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proposal.

**Q. When will you be submitting an application?**

A. Ilke Homes is hoping to submit an application for full planning permission in early 2021.

**Q. Will the metal fences that were put around the perimeter and at the rear of peck way gardens be removed?**

A. What will be put up round the perimeter when we get PP? The boundary treatments to be erected within the site will form part of the application submission and will be agreed with the LPA. It is unlikely that metal fencing will be retained along the Peck Way boundary.

## Ground Conditions

***Q. This area was formerly the site of a 'pit' what was that and what could the affects be to the construction?***

A. It is understood that the site was once used as a gas works (an industrial use for the production of flammable gasses to be used as fuels). The majority of this use will have therefore been above-ground and therefore it is not considered likely that ground stability will be an issue (as may be the case if the site had been a 'pit'). Nonetheless, this use could have resulted in land contamination issues which are being fully investigated project the submission of a planning application, with the results of this investigation being submitted as part of the application package. if any remediation is required prior to construction then this will duly be undertaken.

## Highways Capacity and Traffic Generation

***Q. Do you and the council recognise the increase in congestion that the development will cause along Prospect Avenue and what do you propose to do about it?***

***Q. Since Prospect Avenue is quite narrow with little off road parking has consideration been given to the increased traffic flow and the possible safety risk this could present for the school children that use this route to walk to school?***

***Q. Have any of your planners actually visited The Hedges/Prospect Avenue area? Do they seriously consider that Prospect Avenue with its parking problems, very poor drainage and pot-holed and broken road surface can cope with both construction traffic and the general increase in traffic?***

***Q. Has the current volume of traffic around Prospect Avenue been investigated? Following on from this, what about the traffic flow onto Higham Hill and the extra loading that would affect this?***

***Q. Prospect Avenue's road is not coping with the current traffic levels given the potholes, will you be re-laying the road here given the massive increase in usage suggested?***

***Q. How will an increase in traffic along Prospect Avenue be managed?***

A. Ilke Homes is fully aware of the extent of the concern raised by president in respect of highways capacity, traffic generation and parking, particularly along Prospect Avenue, but also in the wider area.

Highways surveys and modelling work are being undertaken to fully assess and understand the nature and function of the roads and junctions surrounding the site in order to assess the extent of any mitigation that may be required.

Similar survey and modelling work is also being undertaken in respect of Shirley Road and its surrounding junctions in order to provide a complete and robust assessment open the local highway.

The results of these surveys and modelling ultimately define the scheme and will be fully detailed as part of any planning application submission.

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***Q. Have you considered the turning junction into Higham Road and particularly the right hand turn time it takes in peak times 8am-9am, 5pm-6pm for impact with the hundreds of new cars going down Prospect Avenue?***

***Q. What consideration has been given to access from Prospect Avenue onto Higham Road (A5028) and vice versa?***

***Q. Have you considered the Impact on Higham Road with extra queuing with all the additional cars?***

***Q. Higham Road is one of the most congested and used A road in East Northamptonshire, why use this when John Clark Way is available?***

A. The junction of Prospect Avenue with Higham Road is one of several junctions that will be modelled as part of the ongoing highway related technical work in respect of the site. Should the results of the modelling demonstrate that the junction is unable to accommodate the proposed development then suitable mitigation will be considered. This modelling considers all times of day, but particularly peak hours where vehicle movements are likely to be at their highest.

Access to the site is not achievable via John Clarke Way Due to a number of intervening third party landowners, as well as the heritage railway. Ilke Homes has engaged with a representative of the heritage railway as part of their consultation efforts, who confirmed that the railway remains active and the proposed development should not jeopardise its function in any way. This would include achieving an access from John Clarke Way.

***Q. Has a traffic survey been completed regarding the significant increase in traffic in Prospect Avenue, due to the proposed development? If a survey has been completed, when (date and time) was this survey carried out? Was it completed during peak hours?***

A. A transport assessment is being undertaken and will be submitted as part of the planning application.

***Q. The streets are unusually quite at the moment, compared to normal, due to Covid-19 restrictions and during 'normal times' there is additional traffic compared to now. Will a further survey and detailed access review be completed after the current restrictions are removed and prior to commencing any work on***

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**site?**

A. Any traffic modelling will refer to baseline data held by the highway authority (which we believe the latest data record dates to 2018) and will be in conjunction with the parameters set out in the Highway Authority's standards.

**Q. How many vehicles have you considered as additional traffic in Prospect Avenue?**

**Q. What trip calculations are you working on for the development?**

**Q. How many cars per household are you working to?**

A. This will all be covered in the Transport Assessment and will be assessed by the Highway Authority as part of the application process.

**Q. Prospect avenue is currently already being used as a 'rat run' by people that don't actually live on it. how will you ensure this doesn't increase by residents of the new development?**

A. It is proposed that the development will be accessed from Prospect Avenue and therefore inevitably there will be an increased level of vehicular movements along it. However, dependent on their direction of travel, residents may also travel northwards along The Hedges. A breakdown of the number of movements and likely direction of travel will be included within the Transport Assessment submitted as part of any planning application.

**Q. Have you looked at any junctions within ½ mile of Prospect Avenue to explore additional strain on these as well? (Junction at the bottom of Higham Hill springs to mind.)**

A. This will all be covered in the Transport Assessment and will be assessed by the Highway Authority as part of the application process.

**Q. What are your thoughts considering public transport access for the new development?**

A. It is not considered necessary for public transport, such as buses, to access the site directly. Two-way bus stops exist at the junction of Prospect Avenue with Higham Road to

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the west, as well as on High Street to the south. These bus stops are all within walking distance of the site via paved and lit routes.

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## Infrastructure

***Q. How are you going to support the local schools with the extra intake?***

A. It is likely that a financial contribution will be provided to support the expansion or provision of additional facilities at a local school/s. The quantum of this contribution as well as the recipient/s will be guided by the local education authority during the planning application process, based upon the latest evidence of capacity and demand.

***Q. Once construction has been completed will there be section 106 funds available to the local community and organisations, e.g. RHTS?***

A. It is likely that S106 funds will be provided as a result of the development proposal. However, the purposes of such funds are to mitigate the direct impact of the development upon elements of infrastructure, rather than for 'planning gain'. The legal tests for providing obligations are as follows:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

***Q. How will the sewage be drained? Will pumps be used according to a capacity plan?***

***Q. Is existing infrastructure for power, water and drainage adequate or will there be upgrades?***

A. The technical work is ongoing to determine the capacity of existing services however it is anticipated that there won't be any issues in connecting the development to existing infrastructure. Further detail will be provided in a Utilities Assessment submitted with a planning application.

***Q. Are traffic calming schemes for our street being thought about given the increased rate of traffic and danger to children living on the street? (Especially with the current parking.)***

***Q. Are new crossings being considered for pedestrians given the busy nature of the proposed road?***

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A. This will all be covered in the Transport Assessment and will be assessed by the Highway Authority as part of the application process.

The roads within the site are being designed in line with the adopted Highway Standards.

## **Parking**

***Q. What impact to current parking will the development have to Prospect Avenue?***

A. The development proposal will incorporate sufficient on-site parking for both residents of the proposed dwellings and visitor parking in accordance with Northamptonshire County Council's adopted parking standards. As such, the proposed development will not increase the parking burden placed upon Prospect Avenue.

***Q. What sort of car parking arrangements are there for each house?***

A. Parking will be provided in accordance with Northamptonshire County Council's adopted parking standards as follows:

- One bed – 1 space per dwelling
- Two bed - 2 spaces per dwelling
- Three bed - 2 spaces per dwelling
- Four bed - 3 spaces per dwelling

## Quantum of Development

### **Q. Are you aware that the 'Minimum 150' was meant to be 'Maximum 150'?**

A. Ilke Homes is fully aware of the wording of the neighbourhood plan as originally drafted. The amendment of the word 'minimum' to 'maximum' was a recommendation made by the Independent Neighbourhood Plan Examiner, to prevent the neighbourhood plan delivering fewer dwellings than identified within the North Northamptonshire Joint Core Strategy. This amendment was accepted by Rushden Town Council and voted upon by residents who ultimately voted to adopt the Neighbourhood Plan incorporating the Examiner's recommendation.

## Site Layout

***Q. Why have lanes behind houses where there is a risk of possible anti-social behaviour possibilities with dimly lit alleyways to the back of properties?***

A. The layout of the proposed development is being carefully designed to ensure that wherever possible homes face forward onto any roads, footpath or open space to reduce any opportunities for crime and anti-social behaviour. The layout has already been amended in this regard as a result of the consultation, particularly in respect of homes fronting onto the proposed footpath.

***Q. Why are there no footpaths in certain cul de sac areas with health and safety issues and disability access?***

A. Some of the smaller tertiary roads are proposed as private drives which would be finished as shared surfaces. Shared surfaces are designed to create a smooth and level surface which gives pedestrians and vehicles equal priority and therefore reduces vehicle speeds to promote safety. Share surfaces are used sparingly throughout the proposal and are not appropriate for the primary or secondary streets.

***Q. How wide are the roads going to be?***

A. All roads will be designed in accordance with the adopted highway standards.

***Q. You are proposing to erect 135 homes where families will live but make no provision for a children's play area. Why not?***

***Q. Can the development have a play area and more green space? It isn't feasible for children to cross over to a different estate across a dangerous road.***

***Q. What play area provision will there be?***

A. The open space proposed will not contain any formal play area as an existing play area is already present to the north of Prospect Avenue and west of The Hedges. This play area is within the walking distance threshold identified in the North Northamptonshire Joint Core Strategy (800m) and is therefore accessible to residents of the proposed development. It is not considered that there needs to cross Prospect Avenue represents a barrier that would otherwise prevent this play area being used by residents. Indeed, existing residents that live on the southern side of Prospect Avenue and the eastern side

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of The Hedges cross these roads in order to access this open space.

It is likely that this area of play would receive a S106 contribution to improve the equipment in situ as well as provide additional equipment for the use of both existing and new residents.

***Q. Why is the footpath being sold as a benefit when we already have the greenway?***

A. The footpath across the site has previously been used informally by local residents, for both general recreational purposes as well as accessing the Town Centre. Whilst it is recognised that the Greenway also provides this function, the Greenway is accessible in different locations to the site and therefore the site provides an alternative route for residents that live close to it. Clearly its historical use is evidence of demand for a route in this location. The formalisation of the route therefore remains a benefit of the scheme, as it provides an alternative option for pedestrian and cycle transport, thus enhancing connectivity within Rushden.

***Q. Will there be a boundary fence along the back of Peck way gardens?***

A. The boundary treatments to be erected within the site will form part of the application submission and will be agreed with the LPA.

***Q. Are you aware of the difference in levels with the proposed new housing being much higher than Peck Way? Won't the development result in overlooking?***

A. Ilke Homes is fully aware of the level differences across the site and surrounding area. The scheme is being carefully designed to ensure that no overlooking or overbearing impact occurs to neighbouring properties, including those on Peck Way. It may be that landscaping is used as a visual buffer between these properties, as well as ensuring appropriate separation distances are provided. Section plans demonstrating the difference in levels between the existing homes and the proposed scheme will be included as part of any planning application.

***Q. We have noticed that there are some shorter gardens where houses back on to Peck Way. What is the reasoning behind this?***

A. The design and size of gardens are a result of both the layout as a whole but also the size of the dwelling to which they relate. For example, a four-bedroom home will have a

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larger garden than that of a two-bedroom home. However, ilke homes is looking to ensure that all gardens are suitable and usable commensurate to their respective dwellings.

***Q. As part of previous plans proposed, a wildlife greenway of 10ft minimum was to be maintained at the north boundary of the site (backing onto Prospect Ave) is this to be included in your plan?***

A. At present, this wildlife Greenway is not proposed as part of the plans as the ecological survey work to date has not suggested that such a corridor would be necessary.

***Q. Why is the prosed open space mostly in the centre of the site and not backed onto the existing houses on Peck way that sit at a lower level that the land you are building on?***

A. The public open space has been located to the south west of the site to provide maximum accessibility to both existing and new residents, when considered in conjunction with other existing areas of open space within the vicinity of the site. The impact of the proposed development upon the residents of Peck Way will it be mitigated through other means, such as the provision of landscaping and appropriate separation distances.

***Q. Looking at the model of Letchworth Garden City and its success with affordable housing can you let us know the scale of green garden space each house will be allocated to ensure the mental wellbeing of those purchasing in the area please.***

A. All properties will benefit from secure, private amenity space which will be of a scale commensurate with the size of the dwelling.

***Q. Why is there is only one (narrow?) footpath being proposed to border the road that leads into the new estate? Surely this will result in issues for people with prams and bikes and pedestrians having through access?***

A. Footpath provision will accord with the Highway Standards throughout the development.

***Q. Having houses with cars reversing onto a busy corner is also very problematic. Are you considering a roundabout or lights to guide traffic?***

A. All areas of proposed parking will have sufficient visibility splays in both a forward and backwards direction in accordance with the County Council's Highways Guidance.

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***Q. The proposed road leading into the estate is almost right at the edge of the embankment, so how will this be re-enforced given the clay nature of the soil?***

A. The detailed design of the proposed access including the road into the site have not yet been undertaken. Should it transpire that reinforcement works are required, then this will be investigated at the appropriate time.