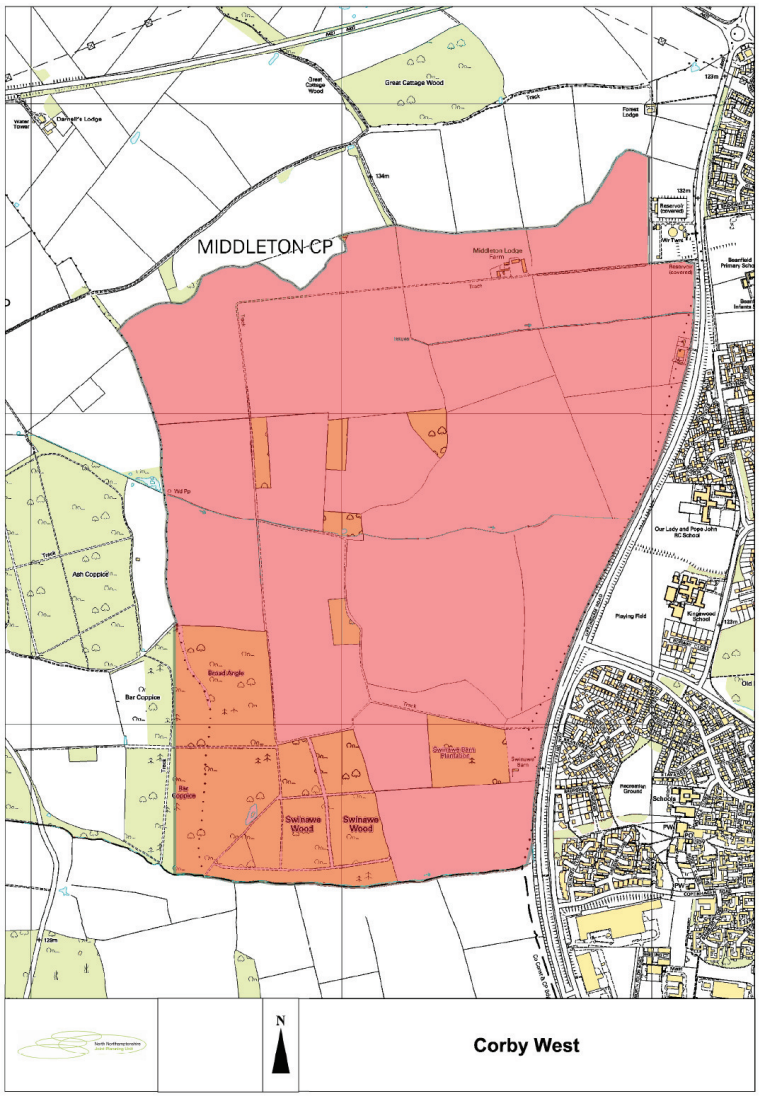
C. West Corby Sustainable Urban Extension

4.18 **Site description**

West Corby was identified in the 2008 adopted Core Spatial Strategy as the general location for a mixed-use Sustainable Urban Extension of a scale that would provide for 4,000 dwellings and associated land uses. The area now allocated for development is separated from the existing urban area by the A6003, which forms the eastern site boundary. The land forms a plateau between the slopes of the Welland Valley to the north and Harper's Brook to the south. It is essentially in agricultural use with hedgerows, areas of woodland and several shallow valleys with small streams running west to east. The water towers adjacent to the A6003, towards the northern end of the site, have been excluded from the allocated site. The northern boundary is defined by hedgerows with agricultural land beyond. To the west the site adjoins woodland and land in agricultural use whilst the southern boundary is defined by a brook beyond which there is a bridleway and agricultural land.



4.19 **Proposed Land Use and Scale of Development**

The site extends to 297ha and will provide for a high quality sustainable urban extension that will deliver 4,000 dwellings and at least 2,500 jobs during the Plan period. Open space, local centres, public transport and community facilities will be provided as part of the development.

4.20 **Key Objectives**

The development will deliver:

- a high quality, sustainable urban extension which is permeable and well-connected and integrated with the town of Corby;
- a distinct and cohesive community with an enhanced quality of life for all residents;
- high quality landscape treatment to enhance the character of the development and ensure that it is satisfactorily assimilated into the surrounding countryside;
- a broad balance and range of housing sizes and tenures to meet the needs of Corby;

- a wide range of local employment and training opportunities that benefit the population of the urban extension and the wider area;
- infrastructure to mitigate the impact of the development on the surrounding highway network;
- services and community facilities that meet local needs arising from the development but do not serve the wider area or compete with the town centre of Corby;
- a network of green spaces which link to the wider green infrastructure framework and provide for the conservation and enhancement of important environmental assets and the creation of wildlife corridors and areas for formal and informal recreation;
- low carbon growth through the attainment of high standards, where viable, of energy and water efficiency; renewable energy provision; sustainable construction; and recycling;
- a modal shift away from car use and towards more sustainable forms of transport through the provision of public transport services, cycling and walking facilities; and
- flood mitigation measures.

4.21 **Key Constraints**

The A6003 acts as a major barrier to east-west movement between the urban extension and Corby, particularly for pedestrians and cyclists. A strategy will need to be agreed and implemented to ensure that West Corby is well-connected to areas of neighbouring development and to the town centre. The A6003 is essentially a single carriageway road with a 60mph speed limit and is therefore a potential source of noise pollution. As a consequence, the need for attenuation measures will need to be assessed and implemented to the satisfaction of the local planning authority if such measures are deemed necessary.

There is an extant planning permission for a major egg production farm on land directly adjoining the north-west boundary of the site. An assessment of the potential impact of that development on the urban extension will therefore be required along with the implementation of any necessary mitigation measures.

Several water mains along the eastern edge of the development run parallel to the A6003 and a further main runs westwards from the water towers across the site. Easements associated with these utilities will need to be defined and incorporated into the development. In addition, there are overhead 11kv cables on poles which cross the site.

Swinawe Woods and Ash Coppice, located at the southern end of the site are Local Wildlife Sites and areas of ancient woodland. Other potentially important habitats and features include watercourses, ponds, hedgerows and trees. Measures must be taken to safeguard and enhance the landscape, wildlife and recreational value of these assets where it is appropriate to do so. In addition, there is a bridleway (route code GS14) which crosses the site from the A6003 to Great Cattage Wood and will need to be integrated into the development.

The rural setting of Rockingham Castle and the villages to the north of the A427 (Cottingham, Middleton and East Carlton) must be maintained and detailed consideration will need to be given to the location and height of development and landscape structure as part of the masterplan. Within the site there are areas of potential archaeological interest and a strategy for investigating these will need to be developed as part of a masterplan. Built features on the site (Middleton Lodge Farm

and Beanfield Lawns Farm Cottages) are not listed but should be assessed for their local heritage significance and incorporated into the development where feasible.

Part of the site is located within a Minerals Safeguarding Area, as defined in the Northamptonshire Minerals and Waste Development Framework and an assessment will therefore need to be undertaken to assess the viability and need to undertake prior extraction of the mineral resource.

4.22 **Key Infrastructure requirements**

Development of the scale proposed will require the phased provision of a range of physical and social 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. Further discussions will be required prior to the submission of any planning application in order to take account of the most up to date information on infrastructure needs.

Key infrastructure required to deliver the development will include the following:

- highway improvements at the junctions of the A6003 with Cottingham Road, Oakley Road and at any other junctions shown to be impacted upon through the Transport Assessment. Further investigation will be required into the likely impact that development would have on the capacity of the A14 (junction7) and the consequent need for any mitigation measures;
- a secondary school and three new primary schools;
- structural landscaping and the provision of green infrastructure;
- community facilities and services to meet the needs of the development;
- pedestrian/cycleway links and public transport provision;
- sustainable drainage systems to manage surface water;
- potable water, foul water, electricity and gas supply networks; and
- other infrastructure as detailed in the Infrastructure Delivery Plan

4.23 **Place-shaping requirements**

Access arrangements: Multiple pedestrian and cycle access points will be required to connect with the town centre, neighbouring communities and wider countryside. Vehicular access should be taken from the A6003. Subject to the conclusions of a detailed Transport Assessment, a northern link road to the A427, across land outside of the allocated area, may also need to be provided over land owned by the promoter.

Key strategic links to the surrounding area: The A6003 acts as a major barrier to the integration of the urban extension and Corby. A strategy will therefore need to be agreed and implemented to ensure that West Corby is well-connected to areas of neighbouring development and to the town centre. Safe and convenient links across these roads will be vital whilst downgrading the A6003 and frontage development along this road would further enhance connectivity with Corby. The mains water easement will reduce the scope for built development directly on to the road, so creating a sense of enclosure will need to be addressed creatively, ensuring there are views of frontage buildings, through structural landscaping or other place shaping features such as public art. Footpaths and cycle routes should also be designed to provide links to the surrounding countryside and rights of way network.

Density: In order to make efficient use of land it is envisaged that the overall net density of residential development will be 35dwellings per hectare. This will vary across the site

with lower densities on the countryside edge and higher densities at places with good public transport accessibility such as around major nodes along good quality public transport corridors and around local/neighbourhood centres.

Housing mix: To ensure social diversity and a cohesive community, proposals should provide for the seamless integration ('pepper-potting') of a mix of housing sizes, types and tenures including starter homes, family housing and housing for the elderly.

Character areas: The development should be designed as a number of character areas, each with a distinctive treatment and developed in response to the site and its context in order to create a locally specific development that will contribute to a clear identity which gives residents a sense of place and belonging. New street patterns should be connected with limited use of cul-de-sacs; a clear street hierarchy; and mixed uses and civic uses on the most connected streets. There is an expectation that comprehensive 'design coding' of development will be used to support the masterplan.

The location of services and facilities: These should generally be provided as part of a neighbourhood centre with attractive bus waiting facilities. There should be a network of neighbourhood centres located at key junctions that benefit from passing trade and are well linked to surrounding residential and employment areas via safe and convenient routes. They should act as focal points for the community and incorporate retail development, local services and facilities and small-scale business floorspace uses (including offices, studios, workshops and live-work units), where these are compatible with the residential environment. Both vertical and horizontal mixing of uses should be included in order to add vitality, interest and minimise the need to travel. Within other employment/business areas provision of support services, such as crèches, social and conference facilities together with small retail facilities serving local employees, such as a sandwich bar, can help to reduce the need to travel and can enhance the attractiveness of the area for both employees and employers.

Strategic landscaping and green infrastructure: High quality strategic landscaping and green infrastructure will enhance the character of the development and ensure that it is integrated into the surrounding countryside. The existing woodland areas, watercourses, ponds, hedgerows trees and public rights of way provide important features and habitats which must be retained and enhanced, where appropriate. Woodland creation and hedgerow planting will be required to create a green, accessible corridor which will permeate the development; provide links to the countryside; act as a wildlife corridor; include areas of formal and informal recreation; incorporate footpaths, cycleways and sustainable drainage infrastructure; and create links towards Corby, including a visual and physical link to Old King's Wood to the east of the A6003.

Woodland creation should form a green edge to the northern and western edges of the development. This should form part of a layout and design strategy to protect the rural setting of Rockingham Castle and the villages north of the A427; assimilate the development into the countryside; provide green infrastructure links into the Ise Valley sub-regional green infrastructure corridor north of the A427 and into the wider countryside; and mitigate the potential impact of the proposed egg farm to the north of the urban extension. Woodland proposals, however, must not prejudice the potential for the future integration of the land between the allocated area and the A427 into the development beyond the plan period.

4.24 **Policy**

Land at West Corby, as defined on the Policy Map, is allocated for a mixed-use sustainable urban extension that is well connected and integrated with the existing built up area. Development must be compatible with a detailed masterplan for the whole of the site to be agreed by the local planning authority and must include provision for:

- **a. development to commence adjacent to the existing town and avoid the possible creation of isolated areas of development;**
- **b. phased delivery of 4,000 homes in the period to 2031 to include the seamless integration of housing sizes, types and tenures**
- **c. a wide range of employment opportunities that provide for a minimum of 2,500 jobs in different sectors of the economy and include provision for small/medium size flexible units that can be used for B1 (business) and B2 (general industry) uses;**
- **d. vehicular access at safe and convenient locations along the A6003 and, if necessary, the A427;**
- **e. infrastructure to mitigate the impact of the development on the surrounding highway network;**
- **f. an integrated transport network that is focused on walking, cycling and excellent public transport and provides strong, convenient, permeable and safe routes that connect homes to other destinations within the urban extension and link Corby West to adjoining neighbourhoods, the town centre and the countryside;**
- **g. primary and secondary education facilities to meet the needs of the development;**
- **h. retail, leisure, social, cultural, community and health facilities to meet the day to day needs of the development without adversely affecting the town centre of Corby;**
- **i. a network of high quality landscaping and green infrastructure which integrates the development into the countryside; enhances the character and ecological value of the area; incorporates open space for play, sport and recreation to meet the needs of the development; provides links into Corby and the countryside; and ensures that the development will not be adversely affected by the proposed egg farm to the north;**
- **j. other infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan; and**
- **k. Proposals to comply with all other relevant policies set out in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure; and**
- **l. Land between the entire length of the northern boundary of the allocated site and the A427 may be an appropriate location for further development beyond the Plan period (post 2031), subject to technical assessment. The masterplan should therefore provide for the comprehensive integration and connectivity of this additional land into the urban extension.**