

Daventry Town Council Response to West Northamptonshire Strategic Plan Options Consultation

PART B

The Options Consultation document is arranged in themed sections with associated questions, which are set out below. The questions should be read in conjunction with the Options Consultation document. Please note that you don't have to answer every question.

WNSP – List of Consultation Questions

Vision, Objectives and Options				
Q.1 - Q.31	Main Questions	Agree/ disagree	Suggested Changes	Further space for Comments
1	Is this vision appropriate for guiding development and growth in West Northamptonshire up to 2050?	Yes/No	Are there any changes you would like to see?	Agree with the wording in the overall vision for West Northamptonshire and the vision that Northampton will be the principal urban area and a key centre in the Oxford-Cambridge Arc. It is noted that Towns identified for growth are not currently 'well-connected' (none of them are connected to a rail network or have a good public transport offer). To achieve growth the vision should consider creating/developing transit hubs, areas where people can live and easily access transport to travel to work or other transit hubs thus reducing the reliance on car-based journeys and acknowledging that the future will be different in relation to the 'commute'.
2	Are the 'Green and Clean' spatial objectives 1 to 4 appropriate for guiding development and growth in West Northamptonshire?	Yes/No	What changes or other objectives would you like to see?	Agree with wording but West Northamptonshire towns are not currently well-connected, and this vision identifies land for residential and commercial opportunities, but more work is needed to identify how communities can grow whilst preserving heritage, landscape, green infrastructure and protecting the environment.
3	Are the 'Improved Life Chances' spatial objectives 5 to 7 appropriate for guiding development and growth in West Northamptonshire?	Yes/No	What changes or other objectives would you like to see?	Agree with wording but has to be further engagement with communities and schools to better identify location and investment to ensure positive outcomes.
4	Are the 'Connected Communities' spatial	Yes/No	What changes or other objectives	West Northamptonshire thrives on the logistics to meet consumer demands,

	objectives 8 and 9 appropriate for guiding development and growth in West Northamptonshire?		would you like to see?	which equates to (i) high volumes of HGV (ii) high employment in relation to low-income jobs (iii) high demand for affordable housing/accommodation (iv) High demand for transport to employment areas (v) high numbers of out commuters. If growth is to be based on logistics, then the development of employment areas must have good links to the development of residential areas for those employees via energy efficient transportation.
5	Are the 'Thriving Villages and Towns' spatial objectives 10 to 12 appropriate for guiding development and growth in West Northamptonshire?	Yes/No	What changes or other objectives would you like to see?	Agree with wording, but investment has to be supported by rationale and support from communities. Housing does not encourage people into their village or town – investment has to be made in the village/town to invite and welcome residents to support their local economy.
6	Are the 'Economic Development' spatial objectives 13 to 16 appropriate for guiding development and growth in West Northamptonshire?	Yes/No	What changes or other objectives would you like to see?	Agree with wording and aspiration. Road Network, investment in new technologies is key to growth. Rural diversification objectives will contradict economic development objectives they need to be considered separately to ensure the aims are focussed and work in tandem with the other to ensure one objective doesn't take precedence over the other. Visitor economy although feeding into the economic development within West Northamptonshire, it also has different aims and objectives to commercially driven objectives and decisions. Therefore, this should also be a separate objective.
7	Do you agree that the findings of the HENA reflect the housing and/or economic needs of the area?	Yes/No	If not, please provide evidence as to what you think the housing and economic needs of the area should be.	Unable to give a knowledge-based answer to this question or argue the rationale for predicted need for housing or land. However, note the prediction is for warehousing, which due to the type of employment offered within this commercial activity the type and supply of housing needs to reflect this employment demographic. Do the experts consider changes to consumer demand for goods from the rest of the world or are they looking at a future to increase manufacturing within the UK. Can the existing or proposed development of warehousing be adapted to accommodate a change in need?

8	Do you agree that there is potential for directing further development at Northampton, as the principal urban area, as part of the spatial strategy for West Northamptonshire?	Yes/No	Please provide comments to support your answer.	Yes, because it has the infrastructure either already there or potential to be easily adapted/built on. None of the other larger Towns in West Northamptonshire have the infrastructure to meet the demands of a principal urban area.
9	Do you agree that spatial option 1a – Northampton North – North of Buckton Fields - has the potential to deliver residential and or local employment development?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale.
10	Do you agree that spatial option 1b – Northampton North – East of Boughton - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale.
11	Do you agree that spatial option 1c – Northampton North – West of Moulton - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale.
12	Do you agree that spatial option 1d – Northampton North – North of Moulton - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer. Unable to give a knowledge-based answer to this question or argue the rationale.	Unable to give a knowledge-based answer to this question or argue the rationale.
13	Do you agree that spatial option 1e – Northampton South-East - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale.
14	Do you agree that spatial option 1f – South of M1 Junction 15 - has the potential to deliver employment development?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale.
15	Do you agree that spatial option 1g – South of M1	Yes/No	Please provide comments to	Unable to give a knowledge-based answer to this question or argue the rationale.

	Junction 15a - has the potential to deliver employment development?		support your answer.	However, considered planning (in relation to heritage and landscape) and avoidance of warehouse based industrial development. Its proximity to a major road network would suggest this area has the potential to be an asset as long as the design blends in with the nearby conservation areas.
16	Do you agree that spatial option 1h – Land at M1 Junction 16 - has the potential to deliver employment development?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale. However, the strengths outweigh the weaknesses and road infrastructure can be easily adapted to accommodate increased traffic flows. Considered planning (in relation to heritage and landscape) and choice of industry would need to be undertaken to mitigate the detrimental impact on the landscape.
17	Do you agree that there is potential for directing further development at Daventry, as sub regional centre, as part of the spatial strategy for West Northamptonshire?	Yes/No	Please provide comments to support your answer.	Daventry is currently not well-connected. There is no easy access to the rail network, bus routes are limited and infrequent. The road network, especially the key 'A' roads are narrow and not suitable for heavy goods vehicles. Existing commercial areas are already beginning to envelope the Town's residential areas, resulting in increased air pollution as HGVs travel around the Town to access the commercial areas. London is currently investing in schemes and initiatives to cut emissions; Daventry has to be considered as an area that needs to look at air quality and make this a key factor in any decision making that relates to increasing large commercial areas. The Town needs to look at economic growth from a technology and office provision perspective, and subsequent residential development for employees working in that work environment.
18	Do you agree that spatial option 2a – North of Daventry - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer.	If further development is required within the parish of Daventry, this area does connect well with existing and planned development. Investment in key routes to the town centre are a priority and community facilities to prevent these residential areas becoming isolated and dormitory. Development must be of a design that blends in with and complements the surrounding landscape and canal heritage.

19	Do you agree that spatial option 2b – North and West of Daventry - has the potential to deliver employment development?	Yes/No	Please provide comments to support your answer.	The proposed extension of the existing industrial sites to the north and west of Daventry would challenge the Settlements and Countryside Local Plan – Part 2, in relation to the green wedge area adjacent to land already identified (EC7) for development. The linear strip of woodland, known as Kente Wood, managed by the Woodland Trust and used extensively by residents would be consumed by the proposed commercial development, when this area should be identified as an area to expand the green infrastructure, planting more trees to encourage wildlife and help to address the issue of climate change. This proposed area also adjoins the Braunston Covert an identified local wildlife site, which currently sits in open countryside. The landscape in this area is an important visual asset traversed by the Jurassic way, an ancient ridgeway traversing Britain. It's a popular walk for ramblers, leaving from Charwelton to Braunston, a distance of approximately 9 miles (14.48 km). It is important to preserve the visual heritage of this area and protect the countryside from encroachment of any type of development.
20	Do you agree that there is potential for directing further employment development at M1 Junction 18 as part of the spatial strategy for West Northamptonshire?	Yes/No		Located to major road network, and rail link, good infrastructure already in place to cope with commercial traffic.
21	Do you agree that spatial option 3a – Land to the East of DIRFT - has the potential to deliver employment development?	Yes/No	Please provide comments to support your answer.	Located to major road network, and rail link, good infrastructure already in place to cope with commercial traffic.
22	Do you agree that spatial option 3b – Land at M1 Junction 18 - has the potential to deliver employment development?	Yes/No	Please provide comments to support your answer.	Would appear to be infilling existing development of employment construction. However, disagree with potential labour market being close by, as current employment is mainly warehousing and the demographic for this type of work is based within the larger towns (Coventry/Northampton).
23	Do you agree that there is potential for directing further	Yes/No	Please provide comments to	Towcester and Brackley are not well-connected to major road networks or rail

	development at Brackley and Towcester, as rural service centres, as part of the spatial strategy for West Northamptonshire?		support your answer.	networks. Although the road networks to the major roads is good, this is not discouraging traffic movements and reduction in carbon emissions.
24	Do you agree that spatial option 4a – Brackley North West - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer.	Brackley Town does not have the community infrastructure to support the increasing development, this would need to be taken into account to ensure community cohesion and provision of retail and other services to prevent it becoming a dormitory town.
25	Do you agree that spatial option 4b – Towcester South and Racecourse - has the potential to deliver residential development?	Yes/No	Please provide comments to support your answer.	Towcester does not have the community infrastructure to support the increasing development, this would need to be taken into account to ensure community cohesion and provision of retail and other services to prevent it becoming a dormitory town.
26	Do you agree that new settlements have a potential role in delivering growth as part of the spatial strategy for West Northamptonshire?	Yes/No	Please provide comments to support your answer.	New settlements are beneficial if they are developed using technology to reduce the carbon footprint and are sympathetic with nearby neighbourhoods and landscape.
27	Do you agree that spatial option 5a – Growth at Long Buckby - has the potential to support a new settlement?	Yes/No	Please provide comments to support your answer.	With its proximity to the rail network focus could be on developing a low carbon community encouraging the use of rail, in the hope that rail will also be developed to be low carbon.
28	Do you agree that spatial option 5b – Growth at Milton Keynes North West / Old Stratford - has the potential to support a new settlement?	Yes/No	Please provide comments to support your answer.	Unable to give a knowledge-based answer to this question or argue the rationale.
29	What approach do you think the WNSP should take to development in the rural areas, in particular the level of growth that may be appropriate and where that growth could be best accommodated?			Be visionary for the future, build on existing infrastructure rather than creating new. Sustainable transport and technologies to reduce the carbon footprint should be a priority consideration.

30	Are there any other spatial options that we should be considering?	Yes/No	If so, please provide details.	Unable to give a knowledge-based answer to this question.
31	Are there any other comments you wish to make at this stage?			<p>The spatial strategy should not be written to encompass existing planned development. It needs to have a vision and consider future transport needs in relation to future transportation technologies. It has to be more futuristic to be sustainable in the long term.</p> <p>There is very little in the plans to achieve objective 1. There are no plans to expand any green infrastructure and create a landscape – why are we forced to protect our valued landscapes; the plan should be to enhance them.</p> <p>Community building and place making, there are no plans for burial grounds, it is well known nationally that land for burials are fast reducing and land is not being allocated to facilitate this community need.</p> <p>It is difficult to predict the future, but this plan lacks vision into what future technologies will be available. It needs to be flexible to change with emerging technologies, changes in community needs and able to meet challenges forced upon us through global events.</p>

Please tick the box if you wish to be kept informed at all the key stages in the process of producing the new Plan.	✓
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Thank you for taking the time to complete the form!