Comments

Site Specific Part 2 Local Plan - Publication Plan Consultation (18/12/19 to 12/02/20)

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Response Date 12/02/20 11:31
Consultation Point Site Specific Part 2 Local Plan- Publication Plan Consultation
Status Processed
Submission Type Web
Version 0.1

Tests of Soundness

Do you consider the Local Plan is sound in terms of being:

Justified
Effective
Positively prepared
Consistent with National Policy

Proposed Actions/Changes

Please explain what changes or actions are needed to make the Local Plan legally compliant.

Thank you for consulting Northamptonshire County Council Highways on the Site Specific Part 2 Local Plan – Publication Plan Consultation.

We note that the Plan is planning for 2,576 additional dwellings over that identified in the North Northants Joint Core Strategy (taking into account completions, commitments, allocations and windfall allowance).

Whilst overall it is not expected that this will be cumulatively significant in transport terms due to it being spread across the borough, each development will need to be subject to a transport assessment at a future date to identify the impact on the local road network in the immediate vicinity of the allocations and to identify appropriate mitigation, where required. It is presumed that assessments have been undertaken to ensure that access arrangements are appropriate at each of the allocated sites.

The outputs of the spreadsheet transport model work to look at the impact on the highway of housing options in Rothwell and Desborough as part of early option testing identified that the site at Rothwell North/ Land to west of Rothwell will impact on the A14 junction 3 and the A6/Rothwell link road junction. We therefore welcome the wording of Policy ROT3 f. and h. and strongly support a. and b. to encourage active travel. The outputs also identified that the trip generation from the Land to South of Desborough (DE/210) will result in 90 or more additional vehicles at a number of junctions in the AM peak that have already been identified as being overcapacity. The junctions are naturally constrained due to being located within an urban area, however it is expected that mitigation can be achieved within the highway boundary. We therefore welcome the policy wording in DES5 j. and k.
Notifications

Do you wish to be notified?

- When the Plan is submitted for independent examination?
- When the Inspector’s Report is published?
- When the document is adopted?