

[REDACTED]

From: Esme Cushing <[REDACTED]>
Sent: 14 June 2019 16:10
To: Planning Policy
Subject: NLP2 SUBMISSION DRAFT
Attachments: NLP2 Submission Draft NCC Highways response June 2019.pdf

Please find attached Northamptonshire County Council Highways response to the Northampton Part 2 Local Plan Submission Draft.

Kind regards,

Esme Cushing
Principal Transport Planner

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Northamptonshire County Council

Please ask for: Esme Cushing
Tel: [REDACTED]
Our ref:
Your ref:
Date: 14 June 2019

Dear Sir,

Northampton Local Part 2 Plan Proposed Submission Draft (Regulation 19 Consultation)

Thank you for consulting Northamptonshire County Council Highways on the Northampton Local Part 2 Plan Proposed Submission Draft.

Please find below comments relating to factual amendments required to the Plan and to aid clarity.

Paragraph number	Extract of paragraph	Comment and proposed change
49.	It is served by West Midlands Train services to both London and Birmingham New Street.	'West Midlands Train' should read 'West Midlands Trains' or perhaps better 'London Northwestern Railway' which is the name they trade under. Since the most recent timetable change in May 2019, there are also now hourly direct services to Crewe, Rugeley and Liverpool. The text should be revised accordingly.
50.	Northampton has access to Birmingham International Airport, London Luton Airport and East Midlands Airport. Luton and East Midlands Airport can be reached within a one hour car journey and Birmingham International can	Birmingham International Airport is also accessible within an hour car journey. The text should be revised to reflect this. There are also other airports which are accessible to those living in Northampton, such as Heathrow and Gatwick which are within a relatively short rail or car

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	also be accessed by direct train.	journey.
54.	There will be a movement towards more sustainable forms of travel will include the increasing use of electric and hybrid vehicles for private, public and business related journeys and decrease in use of petrol and diesel vehicles in order to reduce carbon emissions, improve air quality and encourage more environmental friendly forms of travel.	Insert 'which' after 'travel'.
57.		'NO2' should read 'NO ₂ ' (compare para 91)
72.	A further opportunity to improve links from the north to Northampton and more widely to the Oxford – Cambridge Corridor is presented by the possibility of providing new transport links along the alignment of the former Northampton to Market Harborough railway line. This is potentially an important contribution to wider growth aspirations associated with the Oxford – Cambridge Corridor.	This paragraph could be made clearer on what 'new transport links' may comprise to aid clarity. However, we would have concerns about the impact of this proposal on the North West Relief Road. The route for which we have submitted a planning application has a roundabout on the alignment of the former railway line, although this is within Daventry District.
Pg 29. Borough Strategic Objectives	The strategic objectives are based on those in the West Northamptonshire Joint Core Strategy Local Plan Part 1, but they have been updated to taking into account consultation responses to date and more recent evidence.	Replace 'taking' with 'take'
Objective 11 – Connections		The County Council is supportive of this objective as it aligns with the Northamptonshire Transportation Plan.
Policy 28	To promotes sustainable travel to day-to-day destinations.	'Promotes' should read 'promote'.

	<p>Major new developments of 10 dwellings or more, or 0.5ha or more, must include:</p> <ul style="list-style-type: none"> • Facilities for the use of public transport • Infrastructure that facilitates cycling including parking facilities and links to the existing cycle network • Travel planning for new users 	<p>It is unclear what the intention of the last bullet point of the policy is.</p> <p>The second from last bullet point refers to cycling but does not refer to walking. The existing bullet should be revised to include 'walking and' after 'facilitates'.</p>
200.		<p>Replace 'North West Bypass' with 'North West Relief Road' to provide consistency with T2/T3 in Appendix C.</p> <p>'Northern Orbital Road' should read 'Northern Orbital Route'</p>
201.	<p>A safeguarded corridor between Brackmills and Castle Station is identified for use as a continuous public transport, cycling and walking route.</p>	<p>'public transport, cycling and walking route' should be replaced by 'public transport, cycling or walking route' as the current wording would prevent the development of a walking and cycling route if public transport use was not viable.</p>
Title above 218		<p>Raifreight should read Railfreight</p>
221		<p>Typo 'minks' should read 'links'</p>
Policy 38		<p>The policy should also include provision of cycling links to enable permeability between the site and the wider network.</p>
Appendix B- E		<p>Appendices B to E do not appear to be referenced in the main document.</p>
Appendix C /D	<p>T2/T3 Construction of the North West Relief Road is planned to start in Spring 2020 with the road opening at the beginning of 2022.</p>	<p>2019 start should be changed to 2020 start. Should also recognise NBC as a co-funder.</p>
Appendix C/D	<p>T16b construction has started and will be completed by spring 2020.</p>	<p>Update table.</p> <p>Funders are SEMLEP/developer/NCC</p>
Appendix C/D	<p>T16c – this scheme is now</p>	<p>Delete from table?</p>

	complete	
Appendix C/D	T16c – Funding source	It is not clear whether there will be more funding via SEMLEP for such schemes and a Major Road Network bid has been submitted. Amend funding source to Developer/Grant funded.
Appendix C	T33, T35 and T37 are difficult to read.	Revise table to make these readable.

I hope that you find these comments useful, and please do not hesitate to contact me if you wish to discuss any of the matters raised.

Yours faithfully,



Esme Cushing
Principal Transport Planner