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Page 2: Fair Processing Notice issued under The Data Protection Act 1998

Q1 Please provide your contact details in the boxes below:

Name (required)	Mr Michel Kerrou
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Town	[REDACTED]
Postcode (required)	[REDACTED]
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Q2 Are you are an agent responding on behalf of another? **No**

Q3 If you are an agent responding on behalf of another, please enter your details below: **Respondent skipped this question**

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Q4 Which sites that have been assessed as being suitable for further consideration (Appendix A) do you think are most appropriate for development? Please state site number(s) – e.g. LAA0999 - and tell us why you think each site is most appropriate

N/A

Northampton Local Plan (Part 2) Sites Consultation

Q5 Which sites that have been assessed as being suitable for further consideration (Appendix A) do you think are least appropriate for development? Please state site number(s) – e.g. LAA0999 - and tell us why you think each site is least appropriate

LAA0205

The SA simply treats the site in isolation from its context, which is that it is situated in the heart of an existing housing development which is served by a spine road that has only one other way out, which also accesses the main A43 Kettering Road.

In addition to the normal traffic movements that a popular housing estate of some 2,500 residents, the exponential growth of the schools, which originally served a more local catchment area, now take a large number of pupils from a much wider catchment such that the majority of these need to use either public transport, school buses, taxis or private cars. The Northampton Girls School, which has 1,800 pupils, the Parklands Primary School and Nursery (which including staff amounts to an additional 75% or more of the estate's total population, who leave and arrive en masse) generates an overwhelming amount of traffic, several times a day, and sometimes the evenings. This is exacerbated by the associated parking that create significant traffic jams of 30 plus buses, as well as taxis and cars, that extend from the Girls School to the Spinney Hill/Kettering Road Junction.

It is in this context that the proposals for an additional 172 dwellings or 344 vehicles should be considered and not simply as if traffic movements to and from the estate were not already excessive. The pressures on the Spinney Hill Road traffic also affect access to both sets of shops as well as the connecting roads within the estate and beyond as the school traffic also affects Ledaig Way and associated roads in the Highlands area.

The Sustainability Appraisal only looks at the positive side of SA policies/objectives and ignores the negative effects that development would impose. SA1b for example, looks only at the potential contribution to housing provision, but ignores the current problems caused by the excessive traffic at school times and their impact on residents. The poor level of bus services and accessibility to alternatives on the Kettering Road, are too far for many to walk to, particularly with shopping. The difficulty of accessing services, as well as site's poor accessibility for emergency services or residents ability to make appointments when traffic from the schools would make journey times too uncertain.

SA3 is seen as positive because of the availability of schools but, it is precisely these that have made Parklands a problem from the traffic generated by the schools, associated parking by taxis, buses and cars. The Thomas Becket School compounds the traffic issues as it attracts significant traffic pressures on the Kettering Road both to the north and south of the estate, thereby prolonging the traffic jams in the estate of vehicles coming to and trying to leave Parklands. Unless the traffic problems are properly and satisfactorily addressed, further development does not appear to be appropriate.

SA4a Proximity to healthcare only meets the criteria "as the crow flies". Residents would not find it easy to get to surgeries at Harborough Road, Broadmead Avenue or Fairway.

SA4b indicates that parts of Parklands Park could be lost to development, hardly a positive!

SA4c Whilst the site is not within 50m of an A Road, the traffic generated will impact on the Spinney Hill/Kettering Road junction which, during peak school times, brings traffic to a standstill both in Parklands and on the Kettering Road, which is getting much busier with the additional development of land to the north of the town on the Kettering Road.

SA9a the proximity to Bradlaugh Fields and unimproved grassland suggests that there is a strong possibility that there is below ground archaeology adjacent to or on the proposed site.

SA10 A further reference to the proposed development causing a loss of all or part of Parklands Amenity Green Space.

SA11AS noted above there is archaeological potential with the medieval deer park for which no archaeological assessment has taken place. AS stated, it also forms part of a wider historic landscape.

SA12a Totally agree

SA14c There are known to be problems of flash flooding regularly affecting residents in Woodcote Avenue, which is on lower ground to the east of the site.

Q6 Which sites do you think should be protected from development? Please state site number(s) – e.g. LAA0999 and tell us why you think each site should be protected from development

Respondent skipped this question

Q7 Are there any sites that have been assessed as not being suitable for further consideration (Appendix B) that should be? Please state site number(s) – e.g. LAA0999 - and tell us why you think each site is suitable for further consideration **Respondent skipped this question**

Q8 Are there any sites which you think should be used for other purposes? Please state site number(s) – e.g. LAA0999 - and the best use for the site, e.g.: Residential Employment Retail Community facilities Open or green space Waste Other (please specify) **Respondent skipped this question**

Q9 Are there any other sites you think are suitable for the Council to consider in preparing the Local Plan Part 2? Please give further details, and submit details by email using the Call for Sites form available on the Council's website **Respondent skipped this question**

Page 4: Sustainability Appraisal of Site Options & Habitats Regulations Assessment

Q10 Do you have any comments on the Sustainability Appraisal of Site Options?

The documents are not the easiest to access on a home PC or tablet so it is both time consuming and frustrating to learn of the studies following a very low level consultation by NCC/TEP on the former Parklands Middle School site. Interestingly, their document is at odds with the SA on a number of issues, particularly in relation to environmental studies on the potential impacts on nature conservation, wildlife and heritage. In addition, neither this or the NCC/TEP document acknowledge that major issue affecting all the existing residents of Parklands and the surrounding area, which need to be addressed at a strategic level. For example if the Northampton School for Girls was to be relocated to the soon to be redundant University of Northampton site on Boughton Green Road, that would open up the potential for a truly more sustainable residential development on Parklands that would allow the Girls' School to grow and fulfill its potential.

Q11 Do you have any comments on the information to support the Habitats Regulations Assessment? **Respondent skipped this question**

Page 5: Equality and Diversity

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