



BRAUNSTON NEIGHBOURHOOD PLAN

Summary of responses received at Regulation 16 stage (submission)

Regulation 4(3)(b)(iii) of the Neighbourhood Planning (Referendum) Regulations 2012 (as amended)

The following table comprises a summary of the responses received to the submission consultation of the Braunston Neighbourhood Plan.

All of the responses summarised below were considered by the examiner when preparing her assessment of, and recommendations towards, the Braunston Neighbourhood Plan. Where significant representations were received the summary and conclusions provided by the respondent have been used to populate the tables below. The summary of comments reflects the views put forward by the consultee and are abridged as faithfully as possible to ensure that the purpose of the original representation is maintained. The responses can be reviewed in full on the DDC website at: <https://www.daventrydc.gov.uk/braunstonneighbourhoodplan>.

Responses received to the submission consultation that were submitted to the Independent Examiner.

Respondent	Support/Object/ Comment	Summary of response
Anglian Water	Comment	Policy B outlines criteria for additional affordable housing proposals but does not identify any specific sites for this purpose. We would comment on any proposals for affordable housing which include proposals for 10 or more dwellings as part of the planning application process. Therefore Anglian Water has no comments relating to the content of Neighbourhood Plan.
Daventry District Council	Comment	Policy A - It is considered that criteria a) and b) repeat criteria E) and G) of Policy R1 of the West Northamptonshire Joint Core Strategy and it is suggested they are deleted.
	Object	<p>Object to Policy G. Whilst the principle of ensuring the character of Braunston is not affected by any potential expansion of Daventry is generally supported it is considered the designation of an area of separation (or a policy that serves a similar purpose, for example Green Wedge) is a matter for the Part 2a Local Plan to seek to address, and not the Braunston NDP. This is recognised in the Issues and Options consultation document at issue 34. A new form of designation would need to be based on robust evidence, consultation through the Local Plan process and tested at Examination for the Local Plan.</p> <p>It would also need to be considered alongside other matters, for example where additional housing or employment development may be located to meet needs. Daventry Town is identified as the main area for housing development within the Joint Core Strategy. The proposed area of separation detailed within the Braunston Neighbourhood Plan has the potential to restrict development to the north west of Daventry Town and could therefore prevent the delivery of sustainable development and the delivery of the Joint Core Strategy. This would therefore be inconsistent with national guidance contained within the National Planning Policy Framework and the adopted development plan.</p>
	Comment	Policy I - Criterion a) is considered to be extremely broad and may allow for a wide range of proposals being considered as suitable for development within the open countryside. It is therefore considered that the criterion is either deleted or further defined. A suggested

		wording change to criterion a) could include: where it supports the operation or expansion of small scale local businesses which cannot be accommodated within the village confines.
Highways England	Comment	<p>Highways England commented on the draft Braunston Neighbourhood Plan in September 2015 and had limited comments to provide and it retains this position in relation to the current consultation. The A5 is some distance from the Neighbourhood Plan area and development opportunities in Braunston appear to be limited to infilling within the existing confines of the village. In this context, it is not expected that there will be impacts on the strategic road network. In principle, Highways England welcomes “Policy D – Link to Daventry” which refers to a combined cycleway and walkway between Braunston and Daventry, as this should help to reduce vehicle trips between these two locations.</p> <p>Highways England has no further comments and trusts the above is useful in the progression of the Braunston Neighbourhood Plan.</p>
Historic England	Comment	We have no further comments to add to those we supplied in our letter of 14 September 2015 in response to the SEA screening.
Natural England	Comment	In relation to the above consultation Natural England has previously responded to the draft plan on 27 th August 2015 stating we have no specific comments on the plan content and to confirm agreement with the SEA and HRA screening exercise carried out by your authority. We have no further comments on the plan at the submission stage.
Network Rail	Comment	Network Rail has no comments.
Susan Harrison	Object	Policy D (Link to Daventry) - 1 NPPF 'This Policy is not needed and is a total waste of public funds. The negative effects to wildlife, landowners, canal users, Braunston residents will be numerous. '87% of People in Braunston who travel to work go by car. Local bus routes are now changing and go to Daventry, Rugby and DERFT where more people now work. The proposed path goes through a high sided cutting and is very secluded and would not be suitable for lone travellers of children. The disused railway line is the habitat to an abundance of wildlife which

		<p>would be disturbed and destroyed. nb the westerly end of the railway line where it meets the A45 is in fact a protected Wildlife Site. Part of the path is planned to go along the narrow tow path. Tow paths are used by boaters, dog walkers, fishermen, walkers etc. There would be additional dangers around locks and mooring pins - making it unsafe. This path will not bring more trade to village shops. Also there is a possibility that this could effect the local crime rate.</p>
<p>Wildlife Trust (Late response)</p>	<p>Comment</p>	<p>In my view, this emerging Neighbourhood Plan needs to contain a definitive inclusion of the following points; ecological issues, wildlife / biodiversity matters, the 9 Principles of Green Infrastructure (GI), natural environmental aspects / assets, connectivity of wildlife habitats, adaptation to climate change, biodiversity enhancements, and national / local Policy guidance that recommends a nett planning gain in favour of biodiversity.</p> <p>Please see in the enclosed map here showing the Priority Habitats (as defined by the Northants-county Biodiversity Action Plan { BAP } resource) located in and around the Braunston area (based upon the current existing Local Wildlife Site, LWS, designations). “Braunston Covert”, located towards the south of the area is a mosaic of grassland, stream and woodland and provides the only wildlife cover for a long distance around. “Braunston Old Railway Station” located in the south of the village is designated LWS and is a species rich grassland with a good population of butterflies. The final LWS within the Neighbourhood Plan area is “Braunston Cleves”, an old woodland site that overlaps the northern boundary. All these sites should be considered to how they can possibly be improved to provide a nett planning gain for biodiversity.</p> <p>Furthermore, please note that the Braunston Neighbourhood Plan red-line site area is located at a very significant and important strategic position - since it is not only the centre of three converging Sub- Regional Green Infrastructure (GI) Corridor routes which cover the Braunston area completely, but it also has a Disused Railway Line GI Corridor going across the width of it that links towards and through Daventry, too.</p>