

#8

COMPLETE

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Q1 Personal Details*

Title	Mr
First Name	Geoffrey
Last Name	Pullin
Address Line 1	
Line 2	Badby
City/ Town	DAVENTRY
County	Northants

Q2 Personal Details Continued

Postcode
Telephone Number
Email (If provided we will always contact you this way)

Q3 Agents Details (If Applicable)

Respondent skipped this question

Q4 Agents Details Continued

Respondent skipped this question

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Q5 To which part of the Local Plan does this representation relate? Please state paragraph Number/ Policy Number/ Policies Maps

See comments per paragraph below at para 10

Q6 Do you consider the Local Plan is:(Please tick in the box below as appropriate and then provide details in the space below)

Respondent skipped this question

Q7 (1) Please give details of why you consider the Local Plan is not legally compliant, be as precise as possible.

Respondent skipped this question

Q8 (2) Please give details of why you consider the Local Plan does not comply with the duty to co-operate, be as precise as possible.

Respondent skipped this question

Q9 (3) Please give details of why you consider the Local Plan is not sound, referring to the tests of soundness as appropriate, be as precise as possible.

Respondent skipped this question

Q10 Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the matter you have identified at part 4(1) or 4(3) above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

I wish to comment and hope you can find the appropriate places in the document.

2.5.02: Quite a lot of us use Banbury station to get us cheaply to London by Chiltern Railways, with excellent parking.

3.1.02 and others: I am most keen that the villages all remain "vibrant" and this can only occur or return if there is an adequate mix of housing that is truly affordable (not government version of affordable) appropriate for lower paid occupations around about. Our villages need children in order to thrive. Youngsters cannot afford village prices and rented properties have been sold off.

3.1.03: Cycling in rural areas is dangerous. There needs to be an attempt to put into action the government's stated policy of encouraging facilities. Cycleways alongside the A361 north and south and the A45 west are needed and the proper maintenance of that on the A45 east from Daventry.

5.1.01 talks about respecting the quality of tranquility - but not at the cost of having no children in villages (due to excessively priced housing) and they need to play!

5.1.09 Conservation status is far too rigid, even to the extent of being ludicrous - eg new corrugated iron roofing on old buildings.

5.2.25 RA6: It seems to be that the government's rural exceptions policy is exceedingly ill-judged and goes against the whole concept of local planning. It may of course be a lever to enable the confines of some villages to be loosened from the over-tight lines being suggested.

6.1.15: Daventry South West cannot be "well connected" to Daventry town centre. There cannot be a vehicular route direct to the town centre without disrupting The Grange. Otherwise it will be like Badby where the direct road route is over 1.5m longer (56%) than the cycle / walking route - not very sustainable for 1000 houses! The proposed pedestrian level crossing will only be used to the school and college and will be a safety hazard or delaying feature to the A45, an important national road. The provision of an access off the A45 must conflict with highways policy and if it doesn't then the national economy seems to be doomed.

The site to me is a new village and should be designed as such, indeed you are proposing school and shop. Access should be off the A361 thus utilising the splendid two level junction and off the A425 leaving the A45 major route uncluttered with another junction to slow commerce.

6.1.30 HO3 The access to Micklewell off the A361 needs to be carefully combined with a better access from Braunston on to the A361 at that area. More roundabouts cause a reduction in traffic speed which will waste fuel and produce excess pollution especially to the revenue earning freight traffic that needs to be attracted for the town's industry to thrive and grow. Sensitive (like Weedon) traffic lights might be much more green. PS What happened to the £1m that was supposed to have been allocated by government to improve the A361 north of Daventry?

Good luck with this and how will it be affected by the new West Northants Unitary Council - will you become the highway authority?

It would be nice to think that future highways policy will allow for the replacement at 2-levels of the new A45 roundabout at the A5 and a straighter realignment instead of the roundabout at the western end of the Flore by-pass which will cause delays and use more fuel and produce more pollutants than necessary on this important commercial link to Daventry! You will gather that I consider the proliferation of roundabouts to be strangling the country's highways and commerce - someone needs to change the economic costing models!

Q11 If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? (please tick as appropriate)

No, I do not wish to participate at the oral examination

Q12 If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary.

Respondent skipped this question

Q13 Do you wish to be notified of further progress of the Local Plan

Yes