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For the attention of Tom

Dear Tom

CONSULTATION ON THE PROPOSED SUBMISSION VERSION DAVENTRY DISTRICT SETTLEMENTS AND COUNTRYSIDE LOCAL PLAN PART 2 (LPP2)

We welcome the opportunity to comment on the Proposed Submission Settlements and Countryside Local Plan Part 2 (LPP2) for Daventry District, which covers the period up to 2029. This builds upon the emerging draft Settlements and Countryside LPP2 document to which we provided comments in January 2018. We note that the LPP2 will sit alongside the West Northamptonshire Joint Core Strategy (WNJCS) and made Neighbourhood Development Plans which will collectively help to shape local decision-making on future planning issues.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the Daventry District LPP2 our principal interest is in safeguarding the operation of the M1, M45, A5 and A14 which all route through the District.

We note that the total housing allocation has decreased from 2,600 dwellings to 1,400 dwellings in line with the 2018 Housing Land Availability Report. We further note that the LPP2 now incorporates updated housing completion figures which have increased from 1,933 dwellings in 2017 to 2,581 dwellings in 2018 against a West Northamptonshire Joint Core Strategy (WNJCS) target of 2,345 dwellings.

We understand that through the call for sites process, the housing allocation for Site HO2: Daventry Mickelwell Park has increased from 180 dwellings to 250 dwellings. We

welcome the LPP2's inclusion of the requirement for necessary contributions to infrastructure and the assessment and mitigation related to highways and transport.

We maintain our view that new or changed sites should be accompanied by a Transport Assessment to assess the implications of this growth on the SRN. We would also expect the cumulative impact of growth across the District to be assessed through the Development Management process.

We have no further comments to provide at this time and trust the above is useful in the progression of Daventry District Settlements and Countryside Local Plan Part 2.

Yours sincerely



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