



**Settlements and Countryside Local Plan (Part 2) for
Daventry District
Examination**

Response by Daventry District Council

Matter 7: Transport

Date: May 2019

1. Introduction

- 1.1 This statement sets out the response of Daventry District Council (DDC) to the following issues and questions raised by the Inspector relating to Matter 7 of the examination into the Settlements and Countryside Local Plan (Part 2) for Daventry District.
- 1.2 References used in this statement (e.g. PSD06) relate to documents held in the Examination Library available on the Council's website on the [Local Plan Examination webpage](#)¹.

2. Response of Daventry District Council to the specific issues and questions relating to Matter 7: Transport

Issue

Whether the approach of the Plan in terms of transport and infrastructure, including policies relating to sustainable transport infrastructure (Policy ST1), and lorry parks (Policy ST2), is justified, effective and consistent with national policy and in general conformity with the JCS?

Questions

1. ***What is the basis for Policy ST1, what is it seeking to achieve and does it provide sufficient guidance for decision making so as to ensure that identified elements are delivered or retained during the plan period?***
 - 2.1.1 Policy ST1 identifies the areas where it is important that links are retained or provided in order to promote walking and cycling within the district and recognise the need to improve and maintain good cycling and walking links with adjacent towns. These build on the principles established in policies C1 and C5 of the WNJCS and CW1 of this plan.
 - 2.1.2 They also provide a series of specific measures which are largely focused on improving connections from Daventry to surrounding rural settlements including utilising existing infrastructure, such as the disused railway lines. Part D also recognises the impact that new linkages associated with development can have on the character of rural settlements for example the loss of verges where an area has a predominantly rural character and seeks to safeguard against this.

¹ Local Plan Examination webpage: <https://www.daventrydc.gov.uk/living/planning-policy/part-2-local-plan/local-plan-examination/>

2. *Is the approach in Policy ST1(E) justified, effective and consistent with national policy with regard to electric vehicle charging and associated infrastructure?*

2.2.1 This approach is consistent with paragraph 35 of the NPPF and paragraph 110 of the 2019 NPPF, which states that development should be designed to enable charging of plug-in vehicles.

3. *In overall terms is Policy ST1 justified and will it be effective?*

2.3.1 Paragraph 35 of the NPPF refers to giving priority to pedestrian and cycle movements and 104 of the 2019 NPPF sets out that planning policies should provide for high quality walking and cycling networks. Policy ST1 sets out the different areas in the district that would benefit from being 'joined up', or existing links retained. It sets out the approach for improving cycling and walking links in broad terms and recognises specific important links. The policy works both to ensure existing links are retained, and also identifying where new links should be created, they could come forward in whole or part through, developer funding, funding from other sources or the capital programme of the district Council.

4. *What is the basis for Policy ST2 and is it justified? Is there evidence of identified needs in terms of potential locational gaps and capacity issues relating to existing provision?*

2.4.1 Policy ST2 seeks to respond to the high level of lorry traffic in the District due to the districts central location, particularly relative to the drive time from ports and also the presence within the logistics 'Golden Triangle'.

2.4.2 The policy proceeds not on the basis of seeking to meet needs identified in a needs assessment but rather seeks to ensure that proposals coming forward are to meet an evidence need. It is not considered appropriate to undertake a needs assessment at district level, as such a piece of work would be more appropriately undertaken with adjoining authorities. Furthermore identification of needs is challenging given the position is quite fluid. For example Magna Park (within Harborough District) has only recently been allocated for significant expansion and includes lorry park provision within it, and two separate Strategic Rail Freight proposals are subject to Development Consent Order applications (not yet determined) in South Northamptonshire. As the policy requires proposals to meet an identified need it ensures applications must be justified and also allows the policy to respond to changing circumstances.

2.4.3 The issue of lorry parking provision and difficulties in identifying the precise scale of need is recognised in the A5 strategy 2018-2031 (TR03) specifically in section 8E which focuses on managing the impact of freight along the A5. This document hasn't been formally adopted by Daventry District Council but it is a member of the A5 partnership and this policy helps to achieve the aspirations of the A5 strategy.

5. *Is Policy ST2 sufficiently clear? Will the criteria-based approach of the policy provide sufficient guidance for decision making on whether a particular site is suitable for lorry parking?*

2.5.1 Policy ST2 is considered to provide clear criteria for assessing further applications for lorry parks in the district and seek to ensure that they are appropriately located. Such applications will also be judged against other policies, for example policy ENV1 and a wider suite of policies depending on the location of the proposal, for example policy ENV2. These will provide further guidance for decision making. It also requires sites to be justified to meet an identified need.