



Northamptonshire County Council

Planning Policy and Conservation
East Northamptonshire Council
Cedar Drive
Thrapston
Kettering
NN14 4LZ

Please ask for: Esme Cushing
Tel: 01604 364475
Our ref:
Your ref:
Date: 23 May 2016

Dear Michael,

Draft Chelveston-cum-Caldecott Neighbourhood Plan

Thank you for asking Northamptonshire County Council to comment on the Draft Chelveston-cum-Caldecott Neighbourhood Plan (version 4.0).

As you will be aware, unlike the local planning authority, the County Council does not have any direct statutory responsibilities in terms of the preparation of Neighbourhood Plans but it does have a key role in planning in the county and is supportive of Neighbourhood Plans.

The comments below are made on behalf of Northamptonshire Highways, with respect to highways and transportation issues. Other comments may be made by the County Council with regards to other areas that the Plan covers.

Public Rights of Way Network

Page 21 describes the Public Rights of Way Network and the missing links. It would be helpful for these routes to be shown on a map to make it clear to the reader. They could for example be added to Figure 5.1.

Housing Development Policies

Policy H1

Northamptonshire Highways notes that a number of sites are identified as suitable for in-fill development. The deliverability of all these sites will be subject to highway access being satisfactorily achieved.

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Northamptonshire
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Policy H5e: Site NDP-S006

Policy H5e refers to a number of policy constraints that the development would be expected to mitigate. Sub-section ii. states that access should take into account the traffic issues on Raunds Road and the difficulties of exiting Sawyers Crescent and Britten Close at peak hours. Any highway access to a new development would be required to meet the necessary safety standards to ensure access arrangements to a development of this size are appropriate.

The policy also refers to the widening of Sawyers Crescent as part of the proposal to alleviate parking on the pavement which in turn reduces the width of carriageway. For a small development this would have to be considered as part of wider viability issues and furthermore, it could be argued that the constraints on Sawyers Crescent are existing issues and therefore not ones that the development could be asked to fully mitigate.

The last part of iv. stipulates that no parking be permitted on Raunds Road or on Sawyers Crescent from these new properties – this would not be enforceable. The only way of encouraging people not to park on-street is to provide sufficient off-street parking. Therefore, the following wording ‘that no parking is permitted on Raunds Road or on Sawyers Crescent from these properties’ should be removed from the policy. Further guidance on suggested parking standards can be found in the Draft Northamptonshire Car Parking Standards, the final version of which is due to be adopted later in 2016.

The final policy constraint vi. makes reference to Public Rights of Way affected by development. NCC would like consideration to be given to rewording this policy to reflect the fact that comments from the county council and also other local groups such as the Ramblers also should be taken into consideration by East Northamptonshire Council, rather than the Parish Council alone.

Policy H5f refers to a policy constraint that ‘all parking for residents and visitors being contained within the site’ again, guidance on suggested parking standards can be found in the Draft Northamptonshire Car Parking Standards.

Policy TRF refers to measures to discourage speed, dangerous driving and dangerous parking in the village. Any proposals to address these issues such as changes to road layouts, chicanes, traffic islands, double yellow lines would be considered on a case by case basis as indeed any changes to signage or road markings.

If you have any queries regarding any of the comments made above then please do not hesitate to contact me.

Yours sincerely,



Esme Cushing
Principal Transport Planner