

PLANNING POLICY COMMITTEE

Date: 21 October 2013

Venue: East Northamptonshire House, Cedar Drive, Thrapston

Time: 7.30pm

Present: Councillors: **David Brackenbury (Chairman)**
Tony Boto (Vice-Chairman)

Peter Baden	Gill Mercer
Glenn Harwood MBE	Bob Nightingale
Sylvia Hobbs	Steven North
Marian Hollomon	Jeremy Taylor
Sylvia Hughes	Jake Vowles
David Jenney	

226. MINUTES

With reference to Minute 161 (iii), it was noted that Councillor Glenn Harwood had declined the invitation to be appointed to the Energy SPD Working Party due to other commitments. Subject to the agreement of the Committee, Councillor Sylvia Hobbs had been nominated to replace Councillor Harwood. Councillor Hobbs' appointment to the Working Party was confirmed.

The minutes of the meeting held on 16 September 2013 were approved and signed by the Chairman.

227. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Alex Smith who had been appointed as a member of the Committee at the Council meeting held on 14 October 2013.

228. DECLARATIONS OF INTEREST

Councillor	Item	Nature of Interest	DPI	Other Interest
Glenn Harwood	Barnwell and Chelveston cum Caldecott Application for Designation of Neighbourhood Area	Member of Chelveston cum Caldecott Parish Council		Yes

229. QUESTIONS UNDER COUNCIL PROCEDURE RULE 10.3

There were no questions submitted under Procedure Rule 10.3.

230. ISLIP CONSERVATION AREA REVIEW

Further to the Committee's approval for public consultation to be carried out on proposals to designate Islip a conservation area (Minute 52 refers), the Senior Conservation Officer presented a report on the consultations undertaken and the responses received.

RESOLVED:

That the Islip Conservation Area be designated in accordance with the proposal set out in the report.

(Reason - To accord with legislation)

231. 2013 ANNUAL MONITORING REPORT – CALCULATING A FIVE YEAR HOUSING LAND SUPPLY FOR THE DISTRICT

The Senior Planning Policy Officer presented a report concerning the Council's five year housing supply. It was noted that for several years national planning policy had included a requirement that local planning authorities were required to identify sufficient specific deliverable sites to deliver housing for a period of five years.

The report focussed on assessing the five year housing land supply against the adopted Core Spatial Strategy target and trajectories.

The Committee noted a letter from John Martin Associates, Planning Consultants, regarding the methodology for calculating the five year land supply. Members expressed the view that it was appropriate for the Council to adopt the "Liverpool" approach to calculating the land supply as set out in the report.

The Committee reviewed a schedule of sites for inclusion in the five year housing supply calculation and noted that some of the data would require revision before the schedule was finalised.

RESOLVED:

- i) That the five year housing land supply calculations against the adopted CSS targets of 5.82 years, applying the 'Liverpool approach' and a 5% buffer, be noted.
- ii) That subject to the document being proofed and checked for accuracy, the schedule of sites and phasing assumptions used in the calculation of the five year housing land supply figure for inclusion in the 2013 Annual Monitoring Report be endorsed.

(Reason: To provide a robust housing land supply position on which to base planning decisions).

232. NORTHAMPTONSHIRE MINERALS AND WASTE LOCAL PLAN: FINAL DRAFT PLAN – PRE-SUBMISSION PLAN CONSULTATION RESPONSE

The Senior Planning Policy Officer presented a report seeking a formal East Northamptonshire Council response in respect of a consultation regarding the "Northamptonshire Minerals and Waste Local Plan: Final Draft Plan"; currently being undertaken by the minerals and waste planning authority (Northamptonshire County Council)

Members noted the proposed mineral extraction at Ringstead which totalled 2.1 million tonnes and the impact this would have on the local community.

RESOLVED:

That the representations set out in Appendix 2 of the report regarding policies 1, 11, 18 and 21 of the Northamptonshire Minerals and Waste Local Plan: Final Draft Plan be endorsed as this Council's response to the consultations.

(Reason – to provide a formal Council response to the County Council's Minerals and Waste Local Plan: Final Draft Plan that is currently out for consultation)

233. NORTHAMPTONSHIRE TRANSPORTATION PLAN: PHASE TWO STRATEGY CONSULTATION

The Planning Policy and Conservation Manager presented a report on the Northamptonshire Transportation Plan: Fit for Purpose which was a strategic document setting out the aims and goals for transportation in Northamptonshire. That Plan formed part of a suite of documents that included a number of strategies giving more detail about the policies and vision for specific transport themes and areas. The first phase of strategies had been adopted in December 2012.

Consultation was now taking place on the second phase of strategies covering Highway Development Management Strategy; Majors Roads Strategy; Road Freight Strategy; and Road Safety Strategy. In reviewing the documents for consultation members expressed general discontent with the coverage of East Northamptonshire issues which they felt was flawed and did not adequately reflect the transportation needs of the District and asked that this be conveyed in the consultation response.

RESOLVED:

That a response to the consultations be made to incorporate the issues set out in Appendix 1 to these minutes.

(Reason – to provide transportation strategies for Northamptonshire)

234. BARNWELL AND CHELVESTON CUM CALDECOTT: APPLICATIONS FOR DESIGNATION OF NEIGHBOURHOOD AREAS

The Senior Planning Policy Officer reported that two applications to designate Neighbourhood Areas had been received from Barnwell and Chelveston cum Caldecott Parish Councils. Details of the proposed Neighbourhood Areas were considered and it was

RESOLVED:

That consultation be commenced on the proposed Barnwell and Chelveston cum Caldecott Neighbourhood areas set out in the report.

(Reason – to enable work to commence on the two Neighbourhood Plans)

235. RUSHDEN EAST MASTERPLANNING

The Head of Planning Services presented a report outlining strategic planning initiatives for Rushden. Rushden was proposed as a growth town in the emerging review of the North Northamptonshire Core Spatial Strategy and Rushden East proposed as a Sustainable Urban Extension. Other initiatives were also taking place in Rushden, such as the Town Council commencing work on a Neighbourhood Plan.

On 2 October 2013, Rushden Town Councillors and Rushden Members of East Northamptonshire Council had attended a Masterplanning day, organised by East Northamptonshire Council to consider the future of Rushden, and in particular Rushden East.

The aim of the masterplanning project was to prepare a vision and framework for the area, followed by more detailed masterplanning. This work could then feed into the core strategy review, East Northamptonshire Council plans and also link into the Neighbourhood Plan work. It was therefore proposed to establish a Rushden East Project Board to progress and complete the project.

RESOLVED:

- i) That the report be noted.
- ii) That the four District Councillors on the Committee representing Rushden Wards (Councillors Marion Hollomon, David Jenney, Gill Mercer and Steven North) and the Chairman of the Committee (Councillor David Brackenbury) be appointed to the Rushden East Project Board which would also include two Town Councillors and one County Councillor and those bodies be invited to nominate representatives to the Project Board..

(Reason – to make progress on masterplanning for Rushden East)

236. ENERGY SPD

The Planning Policy and Conservation Manager informed the Committee that it was intended to submit the Consultation Draft SPD to the March 2014 Planning Policy Committee at the latest to consider the draft SPD for a six week consultation period followed by approval of the final SPD document.

Chairman

Northamptonshire Transportation Plan: Phase Two Strategy Consultation response.

General comments

All four strategies are welcomed. However, all documents need to refer to what timescale period they aim to cover, as this is not specified or explained (having spoken to Northamptonshire County Council, they have advised that there are no time limits to these strategies, but they are intended to act as documents that can be updated as and when required). This therefore needs to be explained in the introduction sections. It should also be noted that there are a series of typos throughout each document, which will need amending before final documents are published. The proposed response below does not focus on those errors.

The Strategies are flawed in respect of the East Northamptonshire District and do not adequately reflect the transportation needs of the District.

Highway Development Management Strategy

The Policies within the Strategy are generally supported; however the wording on Community Infrastructure Levy needs re-phrasing (**page 23**). This currently reads as if CIL will definitely be implemented throughout the County, however individual local authorities can decide whether CIL is appropriate for their area or not. Some areas may therefore decide not to implement CIL. With reference to CIL, mention should also be made to the County Council needing to work closely with parishes etc, who will be receiving either 15 or 25% of CIL funds, if development relating to CIL occurs in their area, depending on whether they have a Neighbourhood Plan in place (25%) or not (15%). The impact of CIL has not been taken into account sufficiently within the document.

Joint Working

There is some concern that the document does not appear to reflect a 'development team' approach, as advocated by Manual for Streets (MfS). A team approach is the preferred approach, and separate advice to applicants outside of this approach should be avoided. It is recommended that this be set out explicitly in the document.

Objectives

The stated objectives do not appear to holistically take account of sustainable development principles, which include connecting layouts and places, and creating and enhancing distinctive and characterful places. Policy DM1 in particular, does not reflect the importance of the layout, nor does it adequately reflect the user hierarchy with pedestrians and cyclists being prioritised.

Site Layout Principles

If layout principles are to be incorporated in such a document, it is considered that they should be looked at holistically (strategically), including connecting layouts to their surroundings, putting pedestrians and cyclists at the top of the user hierarchy, and designing carriageways around development blocks and built form.

It is felt that it is confusing for the proposed detailed principles to be included in a strategic document. Furthermore it is considered that 'layout' should be considered in the round, and a set of rigid rules loses sight of the need to create distinctive places.

Some of the specific principles contradict the content of MfS, for example 'junction spacing', and others don't appear to take account of variable conditions of different types of streets. For example, the principles for carriageway widths should highlight the pros and cons of different carriageway widths, including for example, impact on traffic speeds.

Quality Audits and Design Codes

Quality Audits are advocated by MfS to demonstrate that non standard highways solutions would work in a given scheme. It is suggested that these should be encouraged by this document. Furthermore, Design Codes set out a detailed design framework for large scale development. It is recommended that these should be encouraged by this document.

Daughter Documents

Page 9 Rushden is a designated growth town in the North Northamptonshire Joint Core Strategy Review (August 2012 Consultation on the Emerging Plan) and there should be a Town Strategy for Rushden.

Highway Development Management in Northamptonshire

Page 14 – no reference is made to the Urban Structures Study undertaken in North Northamptonshire.

Modal Shift

Page 19 Policy 2 The Strategy should recognise that different targets for urban and rural areas need to be applied and that the targets proposed cannot be achieved in rural areas where there are limited transport options.

Swept Path Analysis

Page 26 Support minimum carriageway widths of 5.5m, but footpaths specifications should require a minimum width of 2 metres, not 1.8 metres.

Landscaping

Page 27 Policy DM13 – this policy should specify a time period for developers to meet the costs of planting schemes (maintenance period). NCC should refer to the joint ENC/WBC Trees and Landscape SPD (adopted Feb/June 2013 respectively).

SuDs

Page 29 Support the forthcoming guidance on SuDs.

Major Roads Strategy

Page 26, A45 Improvements

The Highways Agency review of A45/A6 Chown's Mill is strongly supported. Chown's Mill is a major congestion problem, which this Strategy also acknowledges and which this Council supports.

Strengthen responses to support dualling of A45 and improvements to Chown's Mill roundabout

Consideration needs to be given to providing a roundabout at Barnwell.

Page 26, Stanwick – Thrapston Dualling

Dualling of the A45 between Stanwick and Thrapston (A14) is also a major issue, as this too causes congestion, particularly at peak times. This is not only an issue impacting local people, but impacts upon those travelling beyond the District, for example freight transport linking between the M1, A14 and A1 which is likely to grow given emphasis on logistics industry in Northamptonshire generally. Title “Possible future schemes” needs to be replaced with a more positive title.

Page 42, A605

Needs reference to the Rushden East proposed development and increases in traffic associated with this which will impact the A605.

Page 44, A6116

With current expansion plans at Corby, including Eurohub, it is anticipated that the A6116 will increasingly be used by freight traffic to/from the A14, which will continue to be an issue for this road.

Road Freight Strategy

General point – the Freight Strategy should also refer to the A1, which is an important freight route, adjacent to the County.

Page 34, Lorry Parking – new parking areas may also relate to Highways Agency’ roads, such as parking facilities linked to the A14 or A45, reference therefore needs to be made to involving the Highways Agency in developing proposals etc.

Road Safety Strategy

General point – all policy wording should be written in full, rather than using abbreviations e.g. page 39 Policy 3 “. SRTS study....”

Appendix 4 does not show the B645 Rushden/Kimbolton as a red route for motorcycles, or the A605 red route.