

Rep ID	Respondent	Comments	Response
1	Corby Borough Council	<p>Para 5.49 of the JCS states that "it will be necessary for the proposal to: include an extensive belt of countryside around the new village that will be protected and enhanced for the foreseeable future".</p> <p>The Masterplan document mentions that a key part of achieving a strong balance between the village and the surrounding countryside is through the enhancement of green infrastructure, including the recreation of connected woodland and natural drainage to Willow Brook watercourse. However, currently the Masterplan makes no provision for any green infrastructure enhancements westwards and particularly towards Corby and the SUEs at Priors Hall and Weldon Park.</p> <p>As the northern parts of the Weldon Park SUE and the western edge of the proposed garden village are only separated by a short distance, and considering the relative scale of the two development proposals, the Masterplan must fully consider opportunities to strengthen green infrastructure between them.</p>	The Masterplan provides for new cycleways to Priors Hall via Corby Golf Course and to Corby and Weldon alongside the A43. These routes can be delivered on land owned by the Deene Park Estate or on highway land. The Estate's ownership does not extend to the south of Weldon Park SSSI, thereby limiting opportunities for more direct cycle and pedestrian connections to the Weldon Park SUE or for wider green infrastructure enhancements in the area between that SUE and the garden village. Nevertheless, the potential to deliver a new cycleway alongside the A427 between the garden village and the SUE will be explored through the planning application process. The scope for wider green infrastructure enhancements in the area between the garden village and the SUE could be explored through discussions between Corby Borough Council and the third party landowners.
2	Corby Borough Council	In addition, Policy 19 of the JCS supports the enhancement of local green infrastructure corridors by prioritising investment in areas where net green gains to infrastructure can be made to improve access between towns and their surrounding countryside. The gap identified between the committed Weldon Park SUE and the Tresham Village Masterplan provides a distinct opportunity to enhance green infrastructure provision within this part of North Northamptonshire, as well as provide important walking/cycling routes between the urban area and the open countryside.	See response to 1 above.
3	Corby Borough Council	With regards to the transportation implications of the Masterplan, officers acknowledge public transportation linkages proposed between the garden village and Corby Borough. Officers would support the routing of the 'Tresham Shuttle' to serve the growing community at Priors Hall and Corby Town Centre and other SUEs.	The Tresham Shuttle would connect the garden village with Priors Hall, Corby town centre and other SUEs.
4	Corby Borough Council	We also acknowledge the 'Electric Tresham' initiative that seeks to provide electric cars for use of village residents and recommends that further consideration. However, further work is needed to develop this concept into a viable and deliverable packages, further discussion and agreement is required with CBC, NCC and promoters of the other SUEs in relation to this.	Such further work, discussion and agreement will take place through the planning application process.
5	Corby Borough Council	<p>It is considered that the proposal as it currently stands does not fully satisfy the full requirements of Policies 14 and 19 of the NNJCS.</p> <p>The Masterplan currently does not show the intention of being complimentary to the planned growth at Corby, in particular in regards to the Weldon and Priors Hall Park SUEs in terms of connectivity in the form of green linkages, support services related to education and health, retail, employment and connectivity.</p>	The proposal does accord with these JCS policies, as the Masterplan demonstrates and as will be demonstrated more fully in the documents supporting the forthcoming planning application. The garden village will be complementary to the planned growth at Corby, connecting with the SUEs (see responses to 1 and 3 above) and including schools, healthcare provision, shops and employment to serve the residents of the village, thereby not exacerbating pressures on existing and planned community infrastructure.
6	Corby Borough Council	The garden village masterplan at Deenethorpe Airfield should fully consider prioritising green infrastructure investment where net gains can be made to its range of functions and in particular, improve access between the towns and their surrounding countryside.	The Masterplan provides for significant net green infrastructure gain.
7	Corby Borough Council	Potential impacts on highway network particularly Weldon Village and the A43 require further work, this needs to be supported with tested proposals concerning the delivery of public transport.	Such impacts and proposals are being considered through the Transport Assessment supporting the forthcoming planning application.

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8	Corby Borough Council	Initial proposals regarding the provision of healthcare and Secondary School contributions are at a very early stage much more work is needed with the relevant providers to develop this from conceptual proposals.	Such work will continue through the planning application process.
9	Corby Borough Council	Officers recommend that the Masterplan and its supporting statements are reviewed to take into full account the matters raised in this consultation response.	The revised Masterplan addresses the matters raised, which will be further addressed through the planning application process.
10	CPRE	The foreword is a good introduction and sets the scene for the proposals well.	Comment welcomed.
11	CPRE	In terms of site location and the land take for the proposal, it would be helpful at the planning stage to have comparative figures for brownfield land compared with greenfield land use, with an explanation of the justification for the quantity of additional greenfield land to make the proposal viable (although we accept that the principle is part of the Core Strategy).	Such figures, explanation and justification will be included in the Design & Access Statement supporting the forthcoming planning application.
12	CPRE	The table on page 9 "A Connected Community" is not really very clear or helpful - we presume that this will form part of an action plan for deliverability within the planning documents, and in line with the requirements of the NNJCS Deenethorpe Airfield Area of Opportunity, p.90, para 5.53 to ensure that these are not meaningless aspirations.	This infographic seeks to articulate the key attributes and characteristics of the garden village. These are provided for in the Masterplan and will be secured by appropriate conditions and obligations attached to any grant of planning permission.
13	CPRE	The principle of connecting ancient woodlands and habitats is one that we would support. However, on the plan there is an employment area to the south of Upper Tresham which will interrupt and create a barrier to that connectivity - will this habitat link be truly continuous? There is also a potential misunderstanding of woodland being either ancient woodland or cropped woodland. However, in the context it is shown here it will have a leisure function. This could introduce dogs and noise which would be detrimental to the flora and fauna. It is not clear how far existing wildlife corridors will be respected.	The employment area adjacent to Upper Tresham would re-use an area occupied by existing buildings and hardstanding; and would be separated from Weldon Park SSSI by a landscaped buffer. There would be no public access to Weldon Park SSSI and Langley Coppice, in order to protect their biodiversity. Public access would be permitted to the recently planted woodland areas, although this would not be to the detriment of their function as new wildlife corridors connecting those two ancient semi-natural woodlands.
14	CPRE	As the development is on rising ground to the plateau, we consider that more extensive planting of new woodland would be advisable to soften the visual impact. This is also a feature common to this part of the county. The end of the plateau has a characteristic form that is reminiscent of the siting of an iron age hill fort, so that area should be carefully exposed with a full archaeological assessment.	The woodland planting recently undertaken will be sufficient to limit the visual impact of the garden village to acceptable levels. Further archaeological assessment of the site will be undertaken through the planning application process.
15	CPRE	We wholeheartedly support the principle of allotments and community gardens; however, we consider that they will need very careful consideration to make them wholly deliverable. We recommend that the detailed design for these elements are included in the master plan to ensure aspects, such as security, are fully considered. Similarly, we support edible streets in terms of street fruit trees which can form part of a landscape plan, whereas other aspects of domestic use of gardens (which will form part of this principle) would need to be part of an approved management plan which would presumably be overseen by the trust.	These matters are addressed in the revised Masterplan.
16	CPRE	Natural Capital is a good principle as set out on page 24. We would like to understand the methodology that is to be employed to measure the success of this element, and particularly at the end of 15 years. Will this work be conducted independently of, or as part of the project?	The natural capital assessment has been integrated into the Masterplan and will continue to be taken into account through the planning application process.
17	CPRE	All site plans submitted at planning stage should show the proximity (3.5km) of the Priors Hall and the Weldon East developments, which are very close to the Tresham Village site. We believe that there needs to be a defined greenbelt (a designated no build area) established that delineates these two sites, and moreover, retains the integrity of their individual boundaries. We are particularly concerned there may be future coalescence with Corby.	The future of the area between the garden village and the SUEs is a matter for Corby Borough Council, including through its emerging Part 2 Local Plan.

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18	CPRE	We have significant concerns about the through route proposed between the A43 and the A427 as this may become a rat run between the two roads despite the planned narrowings etc. We appreciate that this was included within the Core Strategy, however, as a through route it would be desirable for it run between the neighbourhoods rather than through them.	This route is not conceived or designed as a through route, but as a link from the garden village primarily to the A43 and secondarily to the A427. As such, it is appropriate that the route should run through the village neighbourhoods rather than avoiding them.
19	CPRE	We have significant concerns about the means of accomodating private cars, visitors cars and commercial vehicles within the scheme, as we are unable to identify from the plan how this is to be achieved.	These matters are addressed in the revised Masterplan, including in its integral parking strategy; and will be addressed in more detail through the planning application process.
20	CPRE	We support the aspirations for community cars and transport links to Corby, however, every household will have at least one car some perhaps three.	Minimising private car use is a key focus of the Transport Assessment supporting the forthcoming planning application.
21	CPRE	We are also unable to identify from the document, the vehicle and traffic flow provision. We look forward to how this will be satisfactorily addressed in the planning application.	Again, this will be detailed in the Transport Assessment.
22	CPRE	The use of inset parking on verges is unlikely to be adequate, numerous intersecting driveways also negates street parking - where houses are terraced the principle of back lanes with parking on one side is one suggestion. Unless this is adequately addressed at the planning application stage the aspirations of a garden village will not be achievable.	The revised Masterplan includes a parking strategy. The details of parking provision will be considered through the planning application process.
23	CPRE	In terms of the provision of services to building plots, we would like to see all services provided to all building plots, at the outset, this should in our view include communication links, with hi-speed broadband, fibre to the door, as an essential element to the plan. There should also be consideration for excellent Wi-Fi site wide coverage.	Agreed.
24	CPRE	The foreword sets out one job per household - page 45 mentions alternative business models - unless these aspirations are deliverable the village will become largely a housing estate of commuters.	Experience at other well planned, high quality new communities such as Poundbury in Dorset demonstrates the achievability of substantial numbers of jobs within the garden village.
25	CPRE	The defined employment areas are quite small and might not easily attract a business that would employ a significant number of people. We appreciate that hotel, schools and other infrastructure will be a significant employer, but craft workshops etc. are unlikely to employ more than 2 or 3 people.	The Masterplan provides for a wide range of job opportunities both on sizeable dedicated employment areas (including space for their expansion) and integrated within the village neighbourhoods.
26	CPRE	Live work units are an innovative idea, but again, are unlikely to be large employers. In addition, how will they be managed in the context of the village as a whole? For instance, if a person turns their workroom into a shop, will a separate planning approval be required?	Collectively, the live-work provision within the Masterplan is likely to accommodate a substantial number of jobs. Any grant of planning permission will enable appropriate changes of use while safeguarding employment provision and village character.
27	CPRE	We consider that more thought is needed on the deliverability of the employment goals.	See response to 24 above.
28	CPRE	Bespoke energy strategy - whilst we support this, how and when will the choice be made between the two options? We presume this will happen before the planning application is made.	The choice of which option to pursue or whether to pursue a hybrid or alternative option will be made through the planning and indeed implementation phases of the garden village. The Masterplan and the forthcoming planning application will provide for the physical infrastructure that may be required (e.g. solar arrays, anaerobic digester plant and new electricity sub-station), with the choice of which specific items to deliver being informed by further assessment.
29	CPRE	We are unable to identify how the provision of charging points for electric cars will be achieved - which should clearly be provided in public parking spaces.	Such provision will be detailed and secured through the planning application process.

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30	CPRE	Gardens facing south - this results in some houses having very large front gardens, which may result in variety of boundary treatments, visual neglect and unwanted car and even commercial vehicle parking.	These risks will be minimised through appropriate provisions within the forthcoming Design Code.
31	CPRE	We are pleased to see the distinctive character proposals for each section of the village. It will be most important for a Design Manual to be approved as part of the initial planning approval to ensure consistency and adherence to the original aspirations for the village. We would recommend that this is adopted as SPD by the two local authorities.	A Design Code will be approved following any grant of hybrid planning permission (detail for Tresham Hill (A43 link road) and outline for the garden village) but prior to Reserved Matters for the garden village, thereby regulating its detailed design.
32	CPRE	The removal of permitted development rights should also be considered to maintain consistency.	This will be considered through the planning application process.
33	CPRE	The tenure of the houses need to be clarified - presumably freehold - but the Trust/Deene Estates future control with covenants etc need to be properly defined.	This will be considered through the planning application process.
34	CPRE	Much of the Land Use section contains good principles if they are all deliverable.	Deliverability is demonstrated in the Delivery Strategy section of the Masterplan.
35	CPRE	The delivery of a requirement for social housing and affordable homes is stated, though it needs clarifying in more detail.	The provision for 30% affordable housing is subject to further consideration through the planning application process, including a further review of viability.
36	CPRE	The mix of house types is not covered within the document, we presume that this will be included in the masterplan.	This will be detailed through the planning application process.
37	CPRE	We also consider that the strict adherence to the runway layout of the former airfield may not be workable and an alternative framework may need to be adopted, at the planning stage.	Testing of the Masterplan layout has demonstrated its feasibility.
38	CPRE	We do have some concerns about the school provision as described. We support the creche and primary school but consider that an all-through school would need to have a sixth form provision that was large enough to have a full range of A level subjects, if it is to be truly viable. Without this element the village may be less attractive to incoming families. We also consider that some provision for adult education should be made.	The experience of Heyford Park Free School (a two-form entry all-through school, including sixth form provision) in a similarly sized development in Oxfordshire demonstrates the deliverability of a small secondary school in these circumstances. At Tresham Garden Village, such a school could operate as a satellite of an established local school and could also provide adult education and wider facilities for the village community.
39	CPRE	We would like to have seen a clearer explanation of the suggested boarding element, and how this will be funded and integrated within the current education system.	In the event that the proposed secondary school does need to be enlarged for reasons of operational viability, provision of boarding places for children outside the area would avoid drawing children away from local schools, which could adversely affect those schools, as well as increasing daily traffic levels. In this scenario, boarding provision would be state (rather than private), in that the Government would fund the cost of education, with parents paying for the cost of boarding. There are currently around 40 such state boarding schools nationally, albeit none in Northamptonshire.
40	CPRE	We consider that housing should be allocated in the village for teachers.	This will be considered through the planning and implementation phases of the project.
41	CPRE	We note the provision of the 'Retirement Hub with health services for all community' but we believe a community of this size should have housing provision to enable medical staff to be embedded within the community. It is not clear if this is an aspiration.	This will be considered through the planning and implementation phases of the project.

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42	CPRE	We would reiterate the need for a Design Manual to be approved at the outset. Hopefully using the principles set out in the CPRE's Design Guide for Northamptonshire.	See response to 31 above.
43	CPRE	There is much in this section which we would support.	Comment welcomed.
44	CPRE	We consider that the plot size and type diagram need some clarification.	This is addressed in the revised Masterplan.
45	CPRE	The introduction of modern vernacular is welcomed.	Comment welcomed.
46	CPRE	The principle of using elements from a selection of local market towns and villages in the design framework is welcomed.	Comment welcomed.
47	CPRE	The provision for retail is welcomed, however, the means of attracting sustainable retail users is not made clear. At Northamptonshire's only other new village, Mawsley, the provision of successful retail is limited to the local mini supermarket.	The experience of Poundbury in Dorset demonstrates the deliverability of diverse, sustainable retail development in well planned, high quality new developments.
48	CPRE	The project has a 15-year timescale, which could result in some residents living on a building site for that length of time. The plan does not clearly state how this will be overcome, though we believe that temporary contractor roads may be the answer, and may well have been considered, but the plan currently would seem to indicate that phases 1 and 2 will take all the traffic for the construction of phase 3.	The existing airfield perimeter track would enable Great Tresham (and North Tresham) to be constructed via the Tresham Hill link road from the A43 but without impacting Upper Tresham.
49	CPRE	No mention is made how the completed village will fit into the planning system, or how it will be protected from being subjected to expansion, which could ruin the concept and create an unacceptably large community that is joined to Corby.	The development is conceived as a garden village of 1,500 homes, for which planning permission will be sought. The future of the area between the garden village and the SUEs adjacent to Corby is a matter for Corby Borough Council, including through its emerging Part 2 Local Plan.
50	CPRE	Finally, there is no mention of the establishment of a Parish Council, and how this would function alongside the Trust.	A new parish council serving the village could well evolve from the proposed Village Forum, which would be represented on the proposed Tresham Village Trust as set out in the Delivery Strategy section of the Masterplan.
51	CPRE	As a new community, will a Neighbourhood Plan be established at the outset?	No. The Masterplan and any forthcoming planning permission and Design Code will obviate the need for a Neighbourhood Plan.
52	CPRE	We also consider that it is vital to establish at the early pre-planning stage, how the Deene Park Estate and the Garden Village Development Trust will fit into the Local Government Administration. This will need to be clarified at the outset as part of the masterplan.	This is clarified in the revised Delivery section of the Masterplan.
53	CPRE	Whilst we appreciate that not all details can be included in the masterplan, we would wish to see all the conditioned parts of the approval, when granted, subject to public consultation.	This will be a matter for the local planning authorities in due course.
54	Anglian Water	I understand that there will be 5 phases of developments shown on the plan provided. Could you please clarify the timing of each phase of development and the type of development (housing/employment etc.) which will form part of each phase.	This is clarified in the Masterplan, including its Delivery Strategy section.
55	Anglian Water	Reference was made to a potable (clean) water supply being provided on site and grey water recycling as part of institutional buildings. Could you please clarify what is being proposed both for individual buildings and across the site as well as the water efficiency standards which are intended to be met.	These matters will be detailed through the planning application and building control processes.
56	Anglian Water	Reference was made to an on-site sewage facility being provided. Is the intention that this would be adopted by Anglian Water? Also has there been any discussions with the Environment Agency relating to the implications of this facility for water quality.	These matters will be progressed through the planning application process.

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57	Alan Barnish	Your conclusion that there will be minimal impact on traffic through Glapthorn appears to be an assertion rather than a conclusion based on a traffic assessment. If 25% of traffic will travel along the A427 then it is obvious (based on current experience) that much of the traffic going to Peterborough will "rat run" through Glapthorn and Cotterstock. Indeed traffic to Oundle often goes via Glapthorn rather than along the A427 via Lower Benefield. Why have you not addressed the impact on neighbouring communities in greater depth? This is a serious omission from these consultation proposals.	These matters are being considered through the Transport Assessment supporting the forthcoming planning application.
58	Sport England	Not as positive an endorsement as one would hope. Wonder if it would be worthwhile doing a short summary note on how TGV meets their aims as set out in the first para - ie walking, cycling, access to nat greenspace, access to healthy food. It would be good to have a positive letter for the planning application.	The matters raised have been addressed through newly added sections of the Masterplan and will be addressed in more detail through the planning application process.
59	Sport England	<p>Outdoor sports facilities</p> <p>It is noted that the proposal includes the provision of formal outdoor sports facilities. We have supported East Northants DC in the development of a detailed Playing Pitch Strategy.(PPS) The PPS along with the playing pitch demand calculator should be able to inform the on-site requirements or where it may be better to enhance existing off site facilities which new residents are likely to use. IN addition we would ned to ensure that any sports facilities are provided with sufficient space around the pitches so as not to impact on the amenity of residents.</p> <p>Indoor Sports facilities</p> <p>Our sports facilities calculator can be a good start point to understand the demand generated for indoor sports facilities by the proposed development. Other evidence will be required to understand if new facilities are required or existing facilities can accommodate the growth from the development (potentially with improvements)</p> <p>However, Sport England has previously raised concerns in local plan consultations, that the PMP Open space study 2006, which includes built sports facilities is now significantly out of date. It is not clear therefore how this evidence meets the requirements of paragraph 73 of NPPF or paragraph 70 with regard to positive planning. Or indeed how this evidence will help the understanding of requirements at this site.</p>	<p>The matters raised have been addressed through newly added sections of the Masterplan and will be addressed in more detail through the planning application process.</p> <p>A matter for the planning application process, including the Section 106 Agreement to be attached to any grant of planning permission.</p>
60	Highways England	No comments within the masterplan itself, but concerns about impact on strategic network needs to be thought about as part of A43 study	This is being considered in the Transport Assessment supporting the forthcoming planning application.
61	Natural England	Natural England welcomes the landscape-led approach set out in the Masterplan and Delivery Strategy. In particular, the proposed ring of managed landscapes surrounding Deenthorpe Airfield Site, contributing towards the character of the Rockingham Forest and Nene Valley landscape (pg. 5), provides exciting opportunities for improving natural capital, and achieving biodiversity net gains on site. The current habitats on-site are poorly connected and exposed to northerly winds, therefore appropriate ecological enhancements have the potential to provide enormous environmental benefits	Comments welcomed.
62	Natural England	Bigger buffer to Weldon SSSI needed	The revised Masterplan provides for a 50m buffer adjacent to Weldon Park SSSI.
63	Natural England	More details on new habitats, how people will be encouraged to stay on site to mitigate impact on surrounding habitats, detail of road crossing the y shaped space.	These matters are addressed in the revised Masterplan.

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64	Natural England	How will the management of items outside the red line be secured – ie the Willowbrook works, tree planting	Any necessary off-site works will be secured through the Section 106 Agreement attached to any grant of planning permission.
65	Lead Local Flood Authority	Not enough information provided. For an Outline application would require an indication of the SuDS to be incorporated on site, experience indicates that if a component is not incorporated within the Outline proposal it will not be incorporated within the final design. Hybrid detailed scheme for the access road will need to show the SUDS in even more detail within the wider strategy.	These matters are addressed in the revised Masterplan and will be addressed in further detail in the forthcoming planning application.
66	Lead Local Flood Authority	Would like to see more surface conveyance of the water not in pipes.	This is addressed in the drainage section of the revised Masterplan.
67	Northamptonshire Highways	Support the concept of the walkable neighbourhood cells, which look like they should allow for good access to bus stops and local facilities. The general road hierarchy appears logical	Comments welcomed.
68	Northamptonshire Highways	Support a combined footway/highway for full length of the main street or an adjacent off road cycleway – like a stepped track?.	Comments welcomed.
69	Northamptonshire Highways	Support the proposed development of strong design codes to inform future reserved matters applications	Comments welcomed.
70	Northamptonshire Highways	Need details of bus stops and routing	These will be detailed through the planning application process.
71	Northamptonshire Highways	Details of surface materials/verge locations need further work	This will be undertaken through the planning application and design coding process.
72	Northamptonshire Highways	Need a plan which clearly identifies the proposed street hierarchy across the site and clearer explanation of green streets and shared surfaces	These are addressed in the revised Masterplan.
73	Northamptonshire Highways	The A43 Access Link Road needs to be defined in more detail to determine how it will work as the main gateway into the site (and how the proposed design speed will be achieved).	This will be addressed through the forthcoming planning application.
74	Northamptonshire Highways	Further details of cycleways outside the site – materials, buffer from roads, connections to existing routes etc	These are addressed in the revised Masterplan.
75	Northamptonshire Highways	More details of exact provision for cycling on the main street, other streets and through the open spaces/perimeter track	These are addressed in the revised Masterplan.
76	Northamptonshire Highways	Would prefer a secondary street loop to southern side of High Street	This is incorporated in the revised Masterplan.
77	Northamptonshire Highways	Where employment is proposed we would need to consider suitably scaled roads, appropriate to the use classes expected. Similarly we would be seeking localised widening in the vicinity of school site/s to take into account expected parking demands around the peak pick-up / drop-off periods	These matters will be addressed through the planning application process.
78	Northamptonshire Highways	As a general point we are still of the view that the school could be more centrally located	The proposed site for the school enables the co-location of its primary and secondary elements and the appropriate accommodation of its required playing fields on the periphery of the village. The proposed site is close to and readily accessible to the village centre.
79	Northamptonshire Highways	More clarity on how site connects to the wider area – access across neighbouring land etc for cycling routes and how this will inform the ped/cycle links within the site itself.	These matters are addressed in the revised Masterplan.
80	Northamptonshire Highways	Whilst the carriageway is detailed as being variable width, we would suggest that for the main part the width is maintained, with any changes in width associated with additional provision of on-street parking. We would also suggest that the 6.5m detailed is the minimum, with any variation representing an increase and that allowance is made for on-street parking on both sides of the route	Comments noted. These matters will be detailed through the planning application and design coding processes.

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81	Northamptonshire Highways	Concerns about what is adopted and what is not and not happy with partial adoption. With regards to the suggested approach in which the carriageway is adopted and the verge and footways remain private, this is unlikely to be supported by the Local Highway Authority. This would lead to complications in terms of future liabilities, including the need to prevent the run-off of private drainage onto the carriageway, issues of access to the verges / footways to maintain the carriageway, bus stops, signage, lighting and street furniture being located on private land etc. This would also result in complications with regards to private planting and drainage in close proximity to the public highway and any on street parking bays also being in private ownership.	Comments noted. These matters will be addressed through the planning application process.
82	Northamptonshire Highways	Need more detail of parking/access. West Street (page 38). It seems likely that the High Street will have development almost directly fronting onto the highway and as such presume there will be little scope for on plot frontage parking. Parking provision for this area will need a lot of thought, as if courtyard parking is proposed it might be difficult to replicate some of the better examples from Poundbury due to the reasonable sized back gardens that the Masterplan suggests, which will increase the separation (both distance and overlooking) between the parking and associated housing. Where live work units are proposed the layout of the streets will need to take into account the alternate parking and servicing requirements associated with non-residential uses.	These matters are addressed in the revised Masterplan and will be addressed in further detail in the forthcoming planning application.
83	Northamptonshire Highways	West Street (page 38). Reference is made to building lines being used to create tighter junctions. We would need to see further details of how this might be applied, as this may not be an appropriate approach, particularly on the High Street.	Comments noted. These matters will be addressed through the planning application process.
84	Northamptonshire Highways	Secondary Roads (page 42). We would suggest that the width of the secondary roads is increased from 5.5m, and that the width of one of the footways is increased to a minimum of 3.0m to allow for cycle use. If the 2.0m service strip area identified is for locating all stats then this is likely to need to be quite a bit wider to accommodate the number of expected services on site.	Comments noted. These matters will be addressed through the planning application process.
85	Northamptonshire Highways	Concern about crossroads on the main Road / High Street. This central area will need defining in more detail to demonstrate how it will be structured, as at present there are at least 5 roads which appear to intersect at this location.	Comments noted. This matter will be reviewed through the planning application process.
86	Northamptonshire Highways	Direct commuter routes. The proposed walking, cycling and bus routes within and leading from the site are meandering and do not take the shortest route which people typically want for getting from A to B. It would be helpful to see how visitors to the site (non-residents) for the business area, shops and schools will travel to and from the site.	These matters are addressed in the revised Masterplan.
87	Northamptonshire Highways	Parking: The master plan shows that there will be communal front gardens with fruit and veg grown and that car parking will have electric car points. More detail would be needed to show how these competing / potentially conflicting	This is addressed in the revised Masterplan.
88	Benefield Parish Council	The pending Tresham Village Development is a regular topic at the meetings of Benefield Parish Council. Councillors have been taking every opportunity to understand the concerns of the residents within the Parish and villagers have been only too keen to volunteer their thoughts, which have remained the same as those raised in the 2016 village meeting.  The number one concern is TRAFFIC, the speed of the traffic, which is already an issue and the anticipated increased volume of vehicles.	Concern noted. This is being addressed in the Transport Assessment supporting the forthcoming planning application.
89	Benefield Parish Council	Various proposals have been put forward ranging from zebra crossings, chicanes, pelican crossings, vehicle activated signs and speed indicator signage; although probably the most likely and cost effective option might be average speed cameras, as suggested by Steve Johnstone from Walker Engineering, the developer's design consultant for the roads layout.	These proposals will be reviewed through the planning application process, being pursued if found to be justified as a result of the traffic arising from the proposed development.

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90	Benefield Parish Council	Directly linked to the traffic is the safety of pedestrians within the village. Over the last two years the paths have been sided out and the adjacent hedges cut back in an effort to widen the pathways and make them safer. But there is significant room for improvement as the paths are not continuous on both sides of the road and the street lighting is poor.	The scope for such improvements will be considered through the planning application process, having regard to whether they are justified as a result of the traffic arising from the proposed development.
91	Benefield Parish Council	The Parish Council has tasked us to ask the developers to fund a traffic consultant, to establish the best way of mitigating against the speed of the traffic and to fund further safety measures, such as the installation of new footpaths, where the verges are wide enough and the upgrading of the street lights to brighter LEDs.	The need for such actions/measures can be reviewed through the planning application process, in the light of the Transport Assessment supporting the forthcoming planning application.
92	Benefield Parish Council	On a broader front the pending Greenway to Oundle is an exciting project and there is a strong desire for both Upper and Lower Benefield to be linked into this route.	The revised Masterplan provides for the connection of the village to the proposed Greenway network, which will be secured through the planning application process via the <u>Section 106 Agreement</u> .
93	Benefield Parish Council	Additionally, there is a desire to rationalise the directional street signage within the two villages for something more traditional and in keeping with a predominately stone Conservation Village and least we forget the growing clamour for a children's play area. Can Section 106 monies be allocated towards these projects?	These projects could not be funded through Section 106 monies, because the need for those projects does not arise from the development of the garden village.
94	Historic England	The areas of planting are noted, it is not clear where areas of new planting are proposed, this should be made clear	This will be clarified through documents supporting the forthcoming planning application.
95	Historic England	What height will the phases/zones be? It is not possible to assess potential impact upon heritage and their settings, including the Grade II Registered Park and Garden of Deene Park, the Grade I Listed Deene Hall and the Grade II* Church of St Peter without greater detail in relation to the potential height and scale of proposed buildings. When approaching and viewed with the A43, the heights of the buildings will be of particular prominence, especially where the parkland hedges are at their lowest. Policy 14 of the North Northamptonshire Joint Core Strategy states that 'the masterplan will assess environmental impacts, including upon heritage assets'. The information we have requested is essential to enable a full understanding of any impact the development would have on the Historic Environment.  It is not possible to provide a comprehensive response at this early stage; we reserve the right at a later stage to comment or object to any proposals that come forward.	Noted. Historic England will be consulted on the forthcoming planning application.