The Planning Inspectorate

Report to Daventry District, Northampton Borough and South Northamptonshire Councils

by Nigel Payne BSc (Hons), Dip TP, MRTPI, MCMI

an Inspector appointed by the Secretary of State for Communities and Local Government

Date: 2nd October 2014

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE WEST NORTHAMPTONSHIRE JOINT CORE STRATEGY LOCAL PLAN

Document submitted for examination on 31 December 2012

Examination hearings held between 16 April 2013 and 21 March 2014

File Ref: PINS/Y2810/429/2

Abbreviations Used in this Report

AA	Appropriate Assessment
AHVA	Affordable Housing Viability Assessment
CWS	County Wildlife Site
DIRFT	Daventry International Rail Freight Terminal
EA	Environment Agency
EH	English Heritage
HA	Highways Agency
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
JCS	Joint Core Strategy
LDS	Local Development Scheme
LNR	Local Nature Reserve
LP	Local Plan
MM	Main Modification
NCC	Northamptonshire County Council
NE	Natural England
NGMS	Northampton Growth Management Study
NNW	Northampton North West Bypass
NPPF	National Planning Policy Framework
NRDA	Northampton Related Development Area
NWEZ	Northampton Waterside Enterprise Zone
RS	Regional Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SFRA	Strategic Flood Risk Assessment
SHMA	Strategic Housing Market Assessment
SLRR	Sandy Lane Relief Road
SUE	Sustainable Urban Extension

Non-Technical Summary

This report concludes that the West Northamptonshire Joint Core Strategy Local Plan (Part 1) (JCS) provides an appropriate basis for the planning of the area up to 2029, providing a number of main modifications are made. The Councils have specifically requested that I recommend any main modifications necessary to enable them to adopt the plan. All of the main modifications were proposed by the Joint Planning Unit (JPU) on behalf of the Councils and have been the subject of public consultation and SA/SEA. With one exception that is not fully justified or entirely necessary, I have recommended their inclusion after full consideration of the representations from all other parties on these issues.

The main modifications can be summarised as follows:

- Extend the end of plan period from 2026 to 2029 and increase the total number of new houses to 42,620, 2011 – 2029, (2,367 per year) from about 50,150, 2001 – 2026 (about 2,000 per year) in the submitted plan;

- Allocate an additional sustainable urban extension (SUE) (policy N9A) at Northampton to reflect the above and that the site is already largely committed for new housing and related development over the plan period;

- Extend the sites of, and increase the expected totals of new homes from, three of the SUEs to help meet the revised housing needs and utilise the opportunities available to improve delivery in accord with an amended new housing trajectory, notably at Northampton, and

- Allocate land at J16 M1 for new employment development (policy E8), but on a smaller scale than proposed by the JPU for the Councils and without an identified additional reserve site that is not fully justified or necessary in the plan period.

Introduction

1. This report contains my assessment of the West Northamptonshire Joint Core Strategy (JCS) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (NPPF) (para 182) makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.

2. The starting point for the examination is the assumption that the local authorities have submitted what they consider to be a sound plan. The basis for my examination is the submitted plan of 31 December 2012, including the list of Proposed Changes (SUB 04).

3. My report deals with the main modifications that are needed to make the plan sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act the Joint Planning Unit (JPU) on behalf of the Councils requested that I should make any main modifications needed to rectify matters that make the plan unsound/not legally compliant and thus incapable of being adopted. These main modifications are set out in the Appendix. They have all been subject to public consultation and, where necessary, Sustainability Appraisal (SA) and I have taken all the consultation responses into account in writing this report.

Assessment of Duty to Co-operate

4. Section 20(5)(c) of the 2004 Act requires that I consider whether the Councils have complied with any duty imposed on them by section 33A of the 2004 Act in relation to the plan's preparation. It is a requirement that the Councils engage constructively, actively and on an on-going basis with the County Council, neighbouring local authorities and a range of other organisations, including the Highways Agency (HA), the Environment Agency (EA) and Natural England (NE). All relevant bodies listed in Regulation 4 have been engaged, albeit some more than others depending on the extent of their involvement in the plan's particular policies and proposals.

5. In the Duty to Co-Operate Compliance Statement (December 2012) (SUB 31) and elsewhere, the JPU on behalf of the Councils has satisfactorily documented where and when co-operation has taken place, with whom and on what basis, as well as confirming that such positive engagement has and will continue. This includes previous co-operation on a wider regional and sub-regional basis in relation to the former East Midlands Regional Strategy (RS) and the direct involvement of Northamptonshire County Council (NCC), who are part of the Joint Strategic Planning Committee (JSPC) that prepared the plan, in accord with the Joint Committee Order (SI 2008 No. 1572) under which it operates.

6. There is also clear evidence of continuous co-operation with the equivalent JPU for the rest of the county (North Northamptonshire), amongst others; the outcomes of which demonstrate constructive engagement by the JPU/Councils

on an on-going basis, including in relation to the proposed main modifications. In addition, the plan is consistent with the relevant Corporate Plans of all four Councils, including the County Council.

7. For the time being at least, none of the area's neighbouring Councils has specifically sought help in meeting their local housing or other needs and the JPU has not asked any other authority to help them; nor does it intend to. Furthermore, no significant cross boundary strategic issues relating to co-operation with neighbouring Councils or Reg. 4 bodies remain unresolved. Any future requests that may come from neighbours for help in regard to their objectively assessed needs would be a matter for a plan review to consider at the appropriate stage(s). Therefore, given the absence of any clear evidence to the contrary, I am satisfied that the duty to co-operate has been met.

Assessment of Soundness

Preamble

8. The main areas of debate surrounding this plan relate to the provision of new housing and employment. Clearly, the plan is expected to comply with the National Planning Policy Framework (NPPF) (March 2012), including by defining the full, objectively assessed, needs for both market and affordable new housing at the outset (para 47 NPPF), before deciding whether or not it can be delivered in practice, taking into account relevant national and important local constraints, such as flood risk.

9. Many respondents expressed doubts about the JPU's approach to new housing provision in the submitted plan, not least regarding the initial assessment of need, including in relation to the former East Midlands Regional Strategy (RS). I have shared some of those concerns during the examination process, as reflected in my preliminary findings following the hearings in April 2013. For the Councils, the JPU has responded positively by commissioning new and independent assessments of the full, objectively assessed, needs for new housing in the area. This has resulted in revised figures, particularly in respect of housing, that have been included in the proposed main modifications of December 2013.

10. These include a material increase in the level of new housing provision from 50,150 from 2001 to 2026 to 42,620 homes from 2011 to 2029, and the allocation of an additional, strategic level, site at Northampton Norwood Farm/Upton Lodge (policy N9A). This should help meet shorter term needs in Northampton in particular, partly in the light of delays in the delivery of some of the other strategic sites allocated in the plan, mainly as a result of the recent recession in the national and local economy affecting viability.

11. However, given the potential alternative sites available nearby, including the recent approval of a major extension of 345 ha to DIRFT near Daventry for rail linked freight, there is no overriding local need for a major new strategic employment allocation on a greenfield site in the open countryside at J16 of the M1 in full, or to include an extensive reserve site in addition. Accordingly, this modification proposed by the JPU is not endorsed and it should only be included in the adopted plan at a reduced scale (policy E8).

12. The Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) process for a qualifying plan or project requires, amongst other things, an assessment of reasonable alternatives on a comparative basis to the preferred option(s) and the provision of at least summary reasons why the preferred option was chosen. There was an initial defect in the process in this instance as the SA Report did not set out why, at settlement level in the four main towns, some development options were rejected as not reasonable and why all those options that were judged as reasonable were not considered on a comparative basis to the preferred option(s).

13. Recent case law (e.g. Cogent Land v Rochford D.C.) confirms that, in such circumstances, remedial action prior to adoption of the plan is normally permissible. Thus, the earlier omission of this work from the SA/SEA process in this case has since been rectified by the preparation of an Addendum to the SA/SEA Report by consultants for the JPU. Taking into account all the responses to the public consultation on the Addendum, I am satisfied that it is suitable and appropriate, in principle, in its coverage and conclusions. Overall, therefore, the SA/SEA process for this plan has been satisfactory.

Main Issues

14. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified twenty one main issues upon which the soundness of the plan depends.

Issue 1 – Strategy, Vision, Objectives (policies S1, S10/11, RC1/2, N1/11)

15. The plan sustainably focusses new development on a series of large planned expansions of the existing urban areas of the four main towns; Brackley, Daventry, Northampton and Towcester. By far the most growth is logically concentrated on Northampton, the area's main economic, retail and cultural centre, as well as the county town and much the largest settlement. Also, transport connections there by rail, including to London and Birmingham, and by road, such as on the M1 motorway, are generally good. The majority of local employment opportunities, including in the town/local centres, together with most major services and facilities, are also in the towns, with Northampton having the largest share (around 70%) by a wide margin.

16. To a degree, the present pattern of development reflects the traditional industries of the area, such as boot and shoe making in Northampton, but many are now closing, moving away and/or contracting, with some being replaced by more modern, higher tech, manufacturing and logistics operations, attracted by the central location and good transport links amongst other things. In addition, the plan's strategy envisages some limited and complementary growth in the smaller settlements to help meet local needs, but on a much smaller scale than for the main towns.

17. As submitted, the strategy is based on 15 logical spatial objectives, all of which have a part to play in delivering the plan's vision to 2029, with specific targets set for each in relation to monitoring and implementation. However, as the JPU now proposes, a further one is necessary relating to heritage to ensure the conservation and, where possible, enhancement of the area's many important heritage assets (**MM 3**).

18. In the local context, the spatial vision and the strategic focus on a series of large Sustainable Urban Extensions (SUEs), mainly around Northampton but also at the other main towns, is sound and sensible, in principle, as well as consistent with the national guidance in the NPPF. Taking into account the geographical spread of the SUEs and the clear evidence of cross border co-operation between Councils in regard to the Northampton Related Development Area (NRDA), where the majority of growth is planned to meet local needs, there are reasonably good prospects of achieving the levels of growth sought. It is also relevant that the strategic vision is intended to apply beyond the end of the plan period, notably in relation to the longer term growth potential of Daventry and Towcester, for example.

19. However, the delivery of the new housing required is likely to prove challenging for all concerned when compared to past/recent rates of local achievement overall. It relies on the timely delivery of the necessary infrastructure to support it and accordingly progress must be closely monitored. The strategy does not rely on new development in neighbouring areas and there is no clear evidence that any of the strategic alternatives put forward by representors would be more likely to succeed over the plan period.

20. In total, the JPU's evidence base relating to the strategy, vision and objectives of the plan is clear and robust. It is also comprehensive and sufficiently detailed, including through demonstrating, albeit belatedly, that reasonable alternatives to the proposed strategy were assessed in respect of the SA/SEA process. Importantly, this includes in respect of the proposed main modifications, as part of this work was undertaken to rectify some earlier omissions regarding the detailed consideration of alternative locations and boundaries for some of the SUEs, as referred to in the Preamble.

21. This work has been undertaken thoroughly and on an objective basis, with suitable inputs to the various versions of the plan as it has emerged. These have reasonably and realistically reflected the outcomes and taken together help to show how and why the preferred strategy was selected. Alternative scenarios relying on a more dispersed pattern of major developments on the edges of all the larger settlements and/or a new town/villages in specific locations would not have been realistic or more sustainable in this area at any stage of the plan process, having regard to national policies in the NPPF.

22. Moreover, all the work carried out at various stages on the Habitats Regulations Assessment/Appropriate Assessment (HRA/AA) and Addendums is also satisfactory, particularly given that necessary amendments were made to subsequent draft versions of the plan. Accordingly, taking into account the advice from relevant consultees, notably Natural England (NE), the plan is sound in these respects. In particular, policy S1 is sound, including in respect of the priority to be given to making the best use of previously developed land and vacant/under used buildings in urban areas.

23. As modified, policies S10 and S11, setting out the plan's sustainable development principles and low carbon/renewable energy expectations include an appropriate caveat in respect of viability. They would be consistent with the NPPF, albeit some of the details may well no longer be necessary once the national review of the building regulations is complete, as it seems likely to effectively supersede the Code for Sustainable Homes. Policies RC1 and RC2

seek to deliver the regeneration aspirations of the plan's strategy and the social and community infrastructure needs of the local population, including in respect of new developments. Based on the evidence of the current position in the area, both are reasonable and realistic in the local context.

24. Similar conclusions apply in respect of the Northampton central area and the other regeneration areas in the town, as set out in policies N1 and N11, particularly in the light of the adopted Northampton Central Area Action Plan (NCAAP) (January 2013) and the designated Enterprise Zone at Northampton Waterside (NWEZ). Both are already acting as catalysts to bring forward growth and regeneration investment locally in respect of employment, retail, leisure and, not least, education opportunities.

25. All the available evidence, and particularly the Reg. 22(1) Statement of Community Engagement and Consultation (SUB30), confirms that the JPU and its constituent Councils have carried out extensive and appropriate public consultation at each relevant stage of the plan process. This includes in respect of the proposed main modifications, and in accordance with the 2006 Statements of Community Involvement for Daventry, Northampton and South Northamptonshire (SUB 20, SUB 21 and SUB 22).

26. All in all, the plan provides a suitable strategic framework for the area, within which the constituent Councils can readily complete their respective Part 2 Local Plans to make further non-strategic land allocations and more detailed polices for implementation and development management, where necessary. Nonetheless, the JPU proposes that a new policy (SA) should be added to emphasise the presumption in favour of sustainable development required by the NPPF (**MM 1**) and that a new para (3.18) should also confirm their commitment to a review of the plan, to be adopted by no later than 2020, taking it forward to at least 2036 (**MM 2**). Both are necessary for soundness and for clarity as to the future intentions of the Councils.

Issue 2 – Retail Scale and Distribution (policies S2, S9, N2 and N10)

27. In accord with the NPPF, policy S2 properly defines a network and hierarchy of centres across the area, with Northampton as the regional centre clearly at the top and Daventry next as a sub-regional centre. As recognised in the NCAAP, it is essential that new retail development is focussed on the largest town centre, in order to help redress the decentralisation of shopping, leisure and employment uses that has occurred locally over recent years. This is also acknowledged in policy S9 and Table 2 in respect of the expected scale and distribution of new floorspace. New projects and investment in the town centre of Northampton are already underway, including site preparation for the key Grosvenor centre re-development scheme, implementing the specific proposals set out in policy N2.

28. In Daventry, where there has been a leakage of retail expenditure to other locations recently, proposals for the regeneration of the town centre, including new shops, food uses, cinema, library and university technical college, are in progress. These schemes should support and help implement the plan's objectives to reclaim the town's market share and provide new retail floorspace to complement the expected growth in population and help create a more sustainable settlement.

29. At the next level in the retail hierarchy, Brackley and Towcester are termed as Rural Service Town Centres, with the name accurately defining their function. They have only limited scope for new retail floorspace, both convenience and comparison, in each centre, at present, albeit some small scale provision will be necessary to meet local needs arising from their respective SUEs. Below that, Kingsthorpe and Weston Favell are properly deemed to be District Centres within Northampton, reflecting their current levels of usage, services, facilities and range of retail units, as well as their relationships to the town centre and surrounding areas.

30. The plan's retail evidence base, largely comprising the February 2011 Retail Study (GLD73) and July 2012 Retail Capacity Study (GLD74), is robust and up to date. It confirms that Northampton, and to a lesser extent Daventry, should be the strategic priority for new comparison retail floorspace. It also found no evidence of clear gaps in comparison retail provision outside Northampton town centre. Similarly, for convenience retail, with gaps in provision only evident at Northampton and Daventry town centres, it would be sustainable and realistic to seek new provision elsewhere only at the SUEs, in connection with new housing growth, and at a scale that is linked directly to their size and local needs only.

31. Whilst the detail of such provision does not need to be resolved in this strategic plan, it is nevertheless appropriate and consistent with the NPPF (notably para 156) for its retail policies to set out such overall priorities. Accordingly, retail policies S2, S9, N2 and N10 are essentially sound, albeit some modifications are necessary for clarity and to assist implementation. This includes in terms of confirming that proposals for new convenience floorspace in the SUEs should have regard to the existing retail network in the locality and the impact on other centres in the hierarchy (**MM 18**).

Issue 3 – Housing Scale and Distribution (policies S3, S4 and S5)

32. The submitted plan included provision for about 50,150 new homes (2,000 per year) in the area from 2001 to 2026, with around 20,000 remaining to be allocated for the period 2011 to 2026. This was in contrast to the former East Midlands Regional Spatial Strategy (RS) that had a new housing total of 62,125 dwellings for the same timespan (2,485 per year). However, even before the recent recession that annualised target was proving difficult to achieve in practice. As a result, the JPU's figure in the submitted plan was largely based on a revised assessment of need in the Housing Technical Paper Update (July 2013) (GLD 38) that was considered to be more realistic in terms of delivery over the plan period, taking into account relevant constraints and market conditions.

33. However, following the hearings in April 2013, my preliminary findings were that this figure did not represent the full, objectively assessed, local needs for new housing, as required by the NPPF. This was largely because it essentially related to an out of date evidence base that had not been properly reconsidered in the light of current needs and circumstances. Nor did it represent an unconstrained initial assessment of needs, including for affordable housing, to which constraints and market factors could later be applied. Accordingly, the JPU commissioned new assessments that took into account not only the guidance in the NPPF, but also the latest advice in the

"How Many Homes/What Homes Where" toolkit and the early 2011 Census results, amongst other things, such as more recent DCLG/ONS population and household projections providing the necessary inputs on migration and demographic change.

34. The revised assessment by the Cambridge Centre for Housing and Planning Research (June 2013) (J48) was considered the most representative of local housing needs, being realistic and reasonable in the relevant circumstances, as well as up to date and consistent with the requirements of the NPPF. In particular, it took into account a "tracking scenario" regarding likely household formation rates that is sensibly based on only a gradual, rather than an immediate, return to those prevalent before the recent recession recognising that the national and local economy will take time to recover or alternatively the continuation of the lower rates observed in the 2011 Census.

35. None of the alternatives, including those produced by the JPU's other consultants, would seem likely to produce a more accurate or reliable basis for new housing provision, taking into account all the evidence submitted with the proposed main modifications and the comments thereon. Importantly, as a starting point, the Cambridge figures are not affected by considerations of possible constraints to capacity or to delivery, in either policy or practical terms, in accord with the NPPF's requirements in this regard.

36. This assessment leads to a net new housing requirement of 41,760 new homes that also takes into account the extended plan period to 2029 to ensure that it has a minimum lifespan of about 15 years. For comparison purposes only with the RS, this is equivalent to 58,130 units in the period 2001 – 2029. It is also equivalent to 2,320 per year, whereas the submitted plan included 2,252 per year (2011 – 2026). In accord with the NPPF's guidance to also take into account current market conditions, the JPU also judged it necessary to add a further 900 dwellings to the overall total. This is to make allowance for the level of existing commitments, higher housing demand and market prices, as well as the need to allow some further growth in villages and to help redress the historically lower proportions of social rented units, in South Northamptonshire district. Therefore, the overall total, as modified, of 42,620 net new dwellings is equivalent to an average of 2,367 homes per year, 2011 to 2029.

37. Other alternative figures derived from national DCLG/ONS projections indicate that a higher annual rate of new housing delivery might better meet local needs in principle. However, forecasting of new housing needs is not an exact science. It has been particularly difficult of late with complications arising from the recent recession, particularly in respect of new household formation, and short term variations in international migration into this country that are difficult even to accurately record, let alone project forward with great confidence for a number of years.

38. As a result, I have concluded that the JPU's revised total, based largely on the Cambridge work, is essentially consistent with national guidance as to best practice in this regard, and suitable for the purpose in this particular instance, having regard to the local circumstances referred to above. It also properly incorporates the level of local need for affordable housing set out in the updated 2013 Strategic Housing Market Assessment (SHMA) (J61).

39. The proposed main modifications were subject to public consultation and SA/SEA and I have taken all the responses fully into account in reaching these conclusions on this important issue. They also include a new housing trajectory to help ensure that the plan is effective and up to date (**MMs 59/ 60**). Nevertheless, it can only be a broad estimate of likely new housing delivery, including on the SUEs, and will have to be regularly reviewed through the JPU's monitoring process.

40. All the available evidence indicates that both the timing and total of new housing would be largely viable and essentially deliverable over the full plan period, albeit challenging for all concerned. In particular, the JPU's evidence in the Infrastructure Delivery Schedule (Appendix 4) is essentially robust, up to date and credible in these respects, with no "showstoppers" apparent in relation to the SUEs. This includes water supply, albeit continuing liaison with Anglian Water and other relevant parties will be necessary to ensure that their capital programme of improvements is aligned with the housing trajectory and delivery expectations for the SUEs in particular.

41. Whilst this conclusion is based on the current position, continuing strengthening of the national and local economy could only reinforce this judgement. I therefore conclude that the plan, as modified, would be effective in this regard. Moreover, there are also no phasing restrictions in the plan that might hinder an enhanced rate of delivery should that prove viable on any SUE, or elsewhere.

42. Overall, and taking into account all the available evidence, statements and submissions, I conclude that, as modified, the plan is based on an objective assessment of housing need in the area to 2029, taking account of reasonable population and household projections, having regard to all relevant local factors, including current market conditions in the area. The modified new housing total, extended plan period and revised housing trajectory represent a reasonable and realistic, deliverable and justified, basis for meeting local needs over the plan period. This incorporates provision for the needs of the existing local population, including in respect of affordable housing.

43. The plan would be consistent with the objectives of the NPPF in providing a significant boost to new housing delivery and in terms of helping to provide a rolling 5 year supply of sites across the area. In particular, this would be assisted by the allocation of the SUEs that are critical to overall delivery, in direct accord with the first point in para 47 of the NPPF. Through its policies, the plan would also confirm the general suitability of other sites, encouraging their early development. I have therefore concluded that, subject to appropriate main modifications that are essential for soundness, including provision of about 42,620 net new homes (**MMs 4 – 9**), as well as the identification of an additional SUE (policy N9A) (**MM 46**), the plan suitably and sufficiently addresses the objectively assessed need for housing to 2029.

44. In regard to distribution of new housing across the area, the plan logically focusses the majority on various SUEs around Northampton, by far the largest town with the most services and facilities, as well as generally good transport links and clearly the most sustainable location. Substantial new housing is also directed to the three towns of Brackley, Daventry and Towcester, albeit on a lesser scale overall, consistent with their status in the settlement

hierarchy. The general concentration of new housing on SUEs around Northampton and elsewhere partly reflects their clear potential to deliver significant numbers of new homes in a relatively short timescale, alongside the provision of necessary new infrastructure, services and facilities to support growth and help to achieve the plan's aims and objectives. Together, the SUEs help to provide an appropriate range of size and type of new housing site across the area to provide reasonable choice and some flexibility for the house building industry.

45. In these circumstances the balance of new housing between Northampton and the other three towns is appropriate, as is that between the SUEs and the rural areas, given the economies of scale and concentration of new infrastructure that are likely to assist delivery in respect of the former. These conclusions are borne out by the additional SA/SEA work and the Strategic Site Selection Report (December 2013) prepared in relation to the proposed main modifications to rectify earlier omissions. The same would not apply to a more dispersed pattern of new housing growth, incorporating smaller scale schemes at less significant settlements. Accordingly, the general distribution of housing put forward in the plan is also sound.

Issue 4 – Housing Policies (policies H1 to H7)

46. Policy H1, addressing housing density and the mix and types of new homes, is based on evidence from the 2010 Strategic Housing Market Assessment (SHMA) (GLD45) and its 2012 update (GLD50). This indicates that in order to make the most efficient use of land a minimum density of 35 dwellings per hectare is locally appropriate in all the SUEs, particularly as it has proved to be deliverable in practice in the recent past. As now confirmed by the JPU, this figure is intended to apply to the net developable area of the whole allocated site and to take into account all the other considerations listed. In such circumstances, it is not a particularly onerous or restrictive requirement overall for the developers of such large sites to meet, but is nevertheless necessary to help meet the plan's objectives, including minimising the loss of greenfield land. Policy H1 is therefore sound, as modified (**MMs 27 – 29**).

47. The Council's Viability Assessment 2010 (GLD44) and 2012 update (GLD36) essentially provides a robust justification for the percentage expectations for affordable housing in policy H2, as well as for the lower thresholds (5 or more dwellings) identified for the more rural parts of the area, in Daventry and South Northamptonshire districts. Similarly, the differing viabilities for each of the towns, including in comparison to their surrounding rural areas, is clearly demonstrated in this evidence, such that the percentages set out in the policy are seen to be reasonable in comparison to the relevant maximums that could have been sought, whilst remaining viable.

48. Having a margin of this nature reinforces the conclusion that the policy requirements are reasonable and realistic, in respect of most strategic sites at least, and also bearing in mind the continuing general improvement in the national economic situation since the report data was assembled. Moreover, the fact that the 2012 update properly took into account the additional build costs arising from compliance with the Code for Sustainable Homes (CSH) and for Zero Carbon Homes, albeit not the relatively small additional cost per unit for compliance with the Lifetime Homes standards, adds to its weight as

evidence in this particular local context. Consequently, policy H2 is judged to be sound in principle, taking into account that it includes provision for a site specific viability assessment in the event of difficulties with compliance.

49. As now worded policy H3 on rural exception sites is consistent with para 54 of the NPPF in allowing the inclusion of a minimum element of market housing, where essential to bring forward extra small scale affordable housing delivery in rural areas, if other criteria are also met. However, the future of any larger scale brownfield sites in rural areas would need to be considered in the Part 2 Local Plans, as they are not likely to be strategic in scale but would not normally fall within the specific scope of this policy either. In any event, the policy is sound as written and cannot reasonably be expected to address all possible scenarios.

50. As evidenced in the 2009 SHMA (GLD45) and the 2012 update (GLD50), significantly more housing for elderly persons will be needed over the plan period. The reasonable living standards of disabled people should also be taken into account in strategic planning policies. However, for clarity, policy H4 and para 9.20 requiring specialised affordable units to be provided as part of market housing, where necessary, and more generally as part of larger developments, including SUEs, where viable, are appropriate in principle but do not need to be in a separate policy and can be referred to elsewhere in the plan (**MM 31**). Policy H5 on sustainable housing in respect of the Lifetime Homes standards is subject to viability on a site by site basis and thus sound.

51. In order to help reduce the need for new development on greenfield sites, policy H6 seeks to safeguard the existing housing stock against loss to other uses, as well as supporting the re-use of empty homes and the regeneration of run down areas. This is consistent with policies RC1, N11 and D4 of the plan, amongst others, as well as national planning policy in general.

52. The first part of policy H7, relating to gypsies and travellers, as modified (**MMs 32/33**), sets out the identified local needs for new pitches, in accord with the 2013 West Northamptonshire Travellers Accommodation Needs Study (J62). It also identifies the basis for meeting those needs through site allocations in a Joint Local Plan that is included in the LDS (SUB12) and is underway. The rest of the policy provides a set of detailed criteria, each of which is reasonable, for the consideration of planning applications.

53. Whilst less than ideal, in that no new pitches are as yet allocated, this policy nevertheless represents an appropriate way forward in meeting gypsy and traveller needs across the area. With modifications to reflect the most recent information to both policy and text (**MMs 32/33**), it is sound.

Issue 5 – Economy/Employment (policies S7, S8 and E1 to E7)

54. The main objectives of the strategic employment policies are to retain and diversify the local economic base, whilst maintaining a broad balance between new homes and jobs. Policies S7 and S8, as modified, (**MMs 10/11/14**) therefore seek a minimum net increase of 28,500 jobs from 2008 – 2029. This reflects population projections and demographic changes in the workforce, as well as seeking to make up job losses during the recent recession from 2008 to date. The jobs total is said to be a "reference value"

for monitoring and review purposes, rather than a target as such. Nevertheless, it is realistic to expect that jobs lost between 2008 and 2014 can be replaced through a steady return to annual job growth locally with the national economy recovering, as a return to the levels achieved in the years 2001 to 2008 is not relied upon for delivery.

55. Currently, as evidenced in the WNELS 2012 Review (GLD 32) and the Employment Technical Paper 2nd Update (Dec 2013) (GLD 28), there is a significant supply of land and buildings, of almost 1.5 million square metres in total, committed for new employment development in the planning pipeline, including at Northampton as the principal focus for growth. These reports confirm that the present supply is capable of delivering significantly more than the "reference value" figure in overall capacity terms, with around 40,000 new jobs in the B class uses alone. This includes at DIRFT (policy E4) and Silverstone (policy E5), albeit both are also likely to serve a wider catchment than just the plan area in terms of new job provision.

56. Together with the renewal and regeneration of some older industrial areas, as part of the retention of existing employment land and buildings under policy E1, as well as growth in office space and non B class uses, such as retail, the plan provides an appropriate overall approach to sustaining, diversifying and improving the local economy in accord with the NPPF. This includes refocusing first on the most sustainable location, Northampton town centre and at the Northampton Waterside Enterprise Zone (NWEZ) (about 120 ha), followed by Daventry town centre to a lesser extent, in terms of high tech and office based employment.

57. It is essentially unrealistic to have specific jobs growth targets for particular sectors of the economy, as the market is inherently more flexible and the relevant technologies change so quickly, nowadays. In that context, the evidence supports the JPU's conclusion that, including existing commitments and the sites in the NCAAP, enough office space is likely to be available over the plan period such that no new strategic level provision is required. In these circumstances, other proposals for B1 office space, such as at Houghton Gate, Northampton, across the A45 from the town centre, should therefore continue to be considered on their own merits in the light of specific local needs and all other relevant plan policies, including those in the adopted NCAAP.

58. With the availability of the DIRFT III site of around 345 ha near Daventry, there is a very significant supply of land committed for B8 uses that are likely to come forward over the plan period. Nevertheless, the B8 sector continues to be successful locally and the area retains its attractiveness for national and regional logistics operators. It is also desirable to retain a range of size and type of sites for potential new businesses and the expansion of existing ones to provide local jobs, including towards the end of the modified plan period to 2029. Moreover, the "frontloading" of that supply should increase choice and provide flexibility to help achieve that aim as part of the area's economic recovery. At present, the limited availability of larger sites to meet Northampton's needs in particular is said to be inhibiting these prospects.

59. Therefore, taking into account the revised assessment of local housing needs and the modified plan period to 2029, an additional strategic employment site has been identified at J16 of the M1 (now named Midway Park by its

promoters). This is specifically intended to help meet the identified demands from existing and new local companies for further B2 and B8 space in the Northampton area. The main modifications put forward by the JPU in relation to this site are addressed in detail under policy E8. With this additional allocation, in principle, policies S7 and S8 satisfactorily reflect the overall spatial strategy of the plan, including the likely level and locations of new housing, as well as the local need for new employment opportunities, and would help maintain a broad balance between the two.

60. Therefore, subject to the necessary monitoring and review set out in the plan, the strategic employment policies should provide for sustainable economic growth and meet the objectively identified business needs locally, in accord with the expectations of the NPPF. Nor do they constrain additional job provision coming forward above the "reference value" figure for jobs in suitable locations, including in the SUEs, should that prove realistic and viable alongside new housing growth. This also takes into account the anticipated increases in jobs arising from local growth in non B use class sectors, such as retail and education, which are sustainably focused on town centres, notably at Northampton.

61. Accordingly, with essential modifications of wording for clarity of intent in relation to the minimum net figure of new jobs to be sought in policy S7 (**MMs 10/11**) and references to the NWEZ and existing business locations in policy S8 (**MMs 12/13**), both policies are sound. Consequently, with one exception at J16 M1, there is no need for the plan to identify any further strategic or out of town locations for major new employment development, beyond those already committed, in order to provide a broad balance between new homes and new jobs over the plan period. None of the further strategic employment site alternatives put forward by representors, whether related to motorway junctions or elsewhere in the area, would provide a more sustainable location than those in the plan. Those of a non-strategic scale can be considered on their own merits in the Part 2 plans, if appropriate and necessary, or in relation to specific proposals against all other relevant policies in this plan.

62. The JPU's evidence (GLD 28 and GLD 32) includes a review of all existing sites across the area and confirms that the vast majority remains suitable for continuing B class uses. Accordingly, and taking into account the natural "churn" of sites within these sectors and the provisions made in the SUEs to meet most of the new housing requirements, it is appropriate that policy E1 should seek to retain the vast majority of existing and allocated employment sites in B class uses. However, a rewording of the policy and text is necessary for clarity and to assist its operation in practice (**MMs 23/24**).

63. For office uses, with around 50,000 sq m of vacant space, the plan now seeks to refocus new provision on the central area of Northampton on a sequential basis, with a range of strategic development opportunities also identified in the adopted NCAAP, and to a lesser extent in Daventry central area. With no need for major new greenfield releases for B1 uses, policy E2 is therefore sound and compliant with NPPF guidance, such as in paras 21, 23, 24 and 161, as modified (**MM 25**).

64. As now updated, policy E3 seeks to encourage "start up" and "grow on" businesses in the NWEZ (around 120 ha), through provision of a range of unit

sizes, and to foster the establishment of a "Technology Realm" in collaboration with relevant partner organisations, particularly the university. The available evidence indicates that this concept is realistic and viable in this location and is fully endorsed by those main parties involved with delivery, as well as clearly in accord with the NCAAP. As a result, policy E3 is also sound.

65. The plan supports further growth at DIRFT, near Daventry. This is a very large rail connected storage and distribution operations base, the scale of which is of national and regional importance as a strategic logistics centre. It has inter modal terminals to facilitate increased rail freight usage and a recent "track record" of delivery. The phase III scheme, of about 345 ha, has recently received permission under a Development Consent Order through the national infrastructure regime. The size is such that it should make a major contribution to the local and regional economy and materially reduce the need for alternative provision elsewhere, particularly for very large B8 units, as well as having an impact on the wider labour market beyond the plan area. In such circumstances, policy E4 is sound and compliant with the NPPF, notably paras 21 and 31, with modifications (**MM 16**).

66. Silverstone is the home of the British motor sport industry and a major tourism/leisure destination in its own right. The range of operations and activities clustered on site continues to expand, including for high tech businesses and as an education centre, alongside the established recreation and leisure uses that are also growing. In accord with a 2009 development brief, agreed jointly with Aylesbury Vale District Council, and a recent outline permission, policy E5 acknowledges the site's potential as a strategic employment site. It allocates land for a 40 ha advanced technology park, a further 25 ha of B class uses, a 14 ha education campus and technical college, plus hotels, leisure, conference and exhibition facilities, amongst other things.

67. The policy rightly requires the provision of significantly enhanced sustainable transport links, including to Brackley and Towcester the nearest towns, together with a detailed design and layout which respects the heritage, ecology, landscape and drainage constraints of the site. Consequently, this scheme is capable of making a significant positive contribution to the local economy in an attractive location for new businesses. Policy E5 is therefore sound, with reference to the agreed development brief retained so as to provide the full context for the proposals. This should also help to avoid possible future disputes regarding further prospects on this unique site.

68. Policy E6 supports the important role of the University of Northampton and other tertiary education providers in the local economy, as well as the development of skills and training for the resident workforce. It also properly reflects the contribution that they can make to town centre vitality and viability, such as at Northampton and Daventry, and is sound, as modified for clarity in regard to implementation (**MM 17**).

69. A sequential approach to the siting of new attractions and facilities for culture and tourism is expected under policy E7. This is in accord with the NCAAP, which has identified sites for leisure and cultural uses around the River Nene waterside and other existing policy approaches in the rural districts, including for the Grand Union Canal, the Silverstone Circuit, Towcester Racecourse and historic town centres. It applies an appropriate degree of control, whilst

offering general support for the sector's contribution to the local economy, in accord with the NPPF, and thus is sound.

70. For the reasons outlined in relation to policies S7 and S8 above, the JPU has now proposed the allocation of a major new strategic employment site east of J16 of the M1, either side of the A4500, totalling around 171 ha gross (new policy E8). This would be brought forward in phases, with the first on a roughly triangular area to the south of the A4500, bounded by the motorway and the River Nene. The latter boundary brings with it some concerns over flood risk in the south east corner of the site that would need to be addressed, including through the retention of a green corridor along the river and a sustainable drainage system as part of any detailed layout.

71. This area is also fairly flat, with a slight fall down to the river from the main road. It is largely seen in the context of the motorway in public views and contains existing non-agricultural uses and buildings on its frontage, with some large industrial buildings beyond. This contrasts strongly with the rising ground to the north of the A4500, which is principally open agricultural land and clearly of a higher landscape sensitivity to new built development. The latter area would comprise all of the proposed second and third phases of the overall scheme, including the land below the higher slopes of Glassthorpe Hill in the western part of the overall site.

72. Development of the land north of the road would have a significantly detrimental impact on the local landscape, intruding as it would into presently open countryside currently in agricultural use with inevitably large industrial and warehouse buildings. In particular, it would also be relatively close to the settlement of Harpole to the north east and lead to a materially harmful erosion of its rural setting on the edge of the town, particularly bearing in mind the other nearby developments allocated in the plan to the east and north east of the village.

73. Given the recent approval for DIRFT III, which provides major strategic opportunities to meet the local and regional needs for new B8 floorspace and has the great advantage in comparison with this site of being rail related, the likely requirement for further employment floorspace, including towards the end of this plan period to 2029, is significantly reduced. Moreover, there are acknowledged barriers to delivery of the whole J16 site, including the fact that some of the landowners involved are not committed and one is actively opposed to the scheme, as things stand.

74. In addition, for the whole site to be developed as a road based B2/B8 employment scheme, major contributions are likely to be necessary to transport and highway improvements in particular, including to the west and especially to the motorway junction itself. There is no clear evidence that an acceptable programme of works could viably and practically be delivered, taking into account the impacts of other developments committed in the plan and other road schemes, such as those on the A45 west of J16.

75. Moreover, development of the whole 171 ha site, especially for very large B8 uses, might well provide direct competition to DIRFT to the detriment of the delivery of both, potentially also discouraging the increased transfer of freight to rail. Some doubts also remain regarding the delivery of other services and

infrastructure requirements in connection with the full scheme, not least regarding two main gas pipelines that cross the site and the costs involved in either their diversion or accommodation within the layout. In contrast, a smaller scheme, limited to the land south of the A4500, is likely to prove viable in the first part of the plan period, without the need for significant highway improvements, not least at J16 itself, according to the HA, NCC and the scheme's promoters.

76. In the light of the above, only the land south of the A4500 should be allocated for new employment development in the modified plan and none of that to the north of the road, even as a strategic reserve site (**MM 26**). This would have the considerable benefit of reducing the very harmful landscape and potential environmental effects of the wider scheme on the main entrance to the town from the west, as well as that on the village of Harpole and its rural setting.

77. Bearing in mind that logistics operators seeking large sites in this area have the alternative of a major rail connected facility at DIRFT nearby, that also has good road links to the M1, there is insufficient justification in the evidence for the allocation of the whole 171 ha, or even of phase II, of this site at present. However, a lesser scheme limited to the firm defensible boundaries provided by the M1, the river and A4500 could be viably delivered on the southern part of the site only, in the short to medium term. This should ensure that sufficient new land is available, including potentially towards the end of the plan period, to meet largely non-strategic B2 and B8 use needs arising from within and/or related to the Northampton area and its economy.

78. Subject to appropriate design and layout incorporated within a suitable master plan, as required by new policy E8, employment development principally for B2 and B8 uses, at this location would represent the most sustainable means of providing the necessary additional employment land supply for the NRDA. For example, it would have good transport links with the town, including by bus and cycle. Furthermore, peripheral landscaping and greenspaces as part of the green corridor along the river should also reduce the potential impact on the village of Kislingbury to the east, to an acceptable level.

79. Although various alternatives have been put forward, including in relation to J15 and J15A of the M1, none is a realistic or more sustainable location for this plan period, given doubts over deliverability, including regarding transport implications, especially for the strategic road network as advised by the HA and NCC. Additionally, some are of insufficient size to be properly considered as strategic scale allocations, whilst others are less well linked to existing communities and would represent an even greater intrusion of built development into the otherwise largely rural countryside around the town.

80. Moreover, there are reasonable prospects that the new jobs total in the modified plan, related to the revised housing needs, can be achieved without the allocation of even the Phase 2 J16 site, or the additional reserved land, being required. Firstly, the existing land supply in the planning pipeline is already substantial, according to the JPU's evidence (see above). In addition, there are other deliverable opportunities for some smaller, non strategic scale, sites to come forward in sustainable locations within or adjacent to the present built up area of the town in the Part 2 plan.

81. In locations north east of the firm boundary formed by the motorway, such sites would not have the significant urbanising effect on the western approach to the town from the M1 that would arise from the full extent of development north of the A4500 in this location. The less extensive Phase 1 area alone would however be associated with some existing non-agricultural buildings, including a "truckstop" facility, which would limit the additional impact of new employment development on the south side of the road only, given its existing relationship with the motorway (**MM 26**). This would also need to be reflected on the Policies Map for soundness and clarity.

82. Any attempt to devise an appropriate form of words within policy E8 seeking to restrict the site to only locally based companies is unlikely to prove practical or realistic when individual proposals are assessed. At best, it would be a source of unnecessary delay, at a time when new business investment decisions usually have to be swift, whilst compliance or otherwise of the detailed criteria was assessed. At worst, it might deter some operations that may be suitable for the site in all other respects from pursuing their interest, due to doubts about eligibility, to the detriment of local job provision and the local economy more generally. It would also not be compliant with the NPPF guidance on clarity and implementation.

83. Therefore, both the new policy and its supporting text should be expressed in a less complex form, with fewer and less detailed criteria to be met. Nevertheless, the need to restrict B1 development here to avoid diluting the appropriate strategic focus on the most sustainable location of all, in Northampton town centre, means that the upper limit on new office and related space should remain at 1,000 sq m, as proposed by the JPU. Similarly, so that the site is best able to fulfil its primary purpose as a local "reservoir" of new land for the needs of the NRDA over the plan period, rather than attracting "footloose" major national logistics operators, the upper size limit for new buildings of 40,000 sq m should also remain part of the new policy (**MM 26**). With these further changes, the modified policy would be sound.

Issue 6 – Built and Natural Environment (policies BN1 – BN10)

84. This suite of policies addressing all aspects of the built and natural environment is supported by a robust and comprehensive evidence base. It is also consistent with the core land use planning principles in the NPPF, as well as the plan's spatial objectives and policies S10 and S11 relating to energy and sustainable development. With the minor changes made by the JPU and the introduction of new policy BN7A, relating to water management, the policies are endorsed by the EA, NE, EH, NCC and Anglian Water, amongst others. The new policy is necessary so as to properly reflect the recent Water Cycle Study (GLD64). In addition, as the JPU now proposes, in order to make clear the need to protect aged and veteran trees, wherever possible, policy BN3 needs to be amended to include specific references thereto (**MM 34**).

85. Regarding policy BN4, the 250m zone defined in Figure 7 around the Upper Nene Valley Gravel Pits only requires an assessment of the detailed effects of any development proposals on the sightlines for the main bird species using the SPA and Ramsar site designations. It is not a preclusion of, or even a presumption against, new built development in the zone, but rather a sensible and practical application of policy requirements to ensure that no material

harm arises in respect of this important nature conservation interest on and around the designated sites. None of the alternative methods suggested to address this would operate on such a clear and consistent basis. Taking into account the detailed and relevant technical evidence on which the zone is based (GLD 66), the endorsement of NE for this aspect of the policy and its intended application in development management terms, policy BN4 is sound.

86. In relation to policy BN5, the JPU now proposes that the wording be amended to reflect the concerns of EH, by adding a reference to the settings of historic assets, with equivalent additions to SO16 and policy S10, for consistency with the NPPF (**MMs 35/36/37**). Given that policies E7 and E9 (plus Appendix 28) of the Northampton Local Plan (NLD 27) (1997) will continue to be saved after adoption of the JCS, it is appropriate that their longer term relevance and application to any specific schemes is considered in the relevant Part 2 plan, rather than this one, and at the more local level rather than the strategic one.

87. Policy BN6 now provides a suitable and satisfactory policy background, based on rational and reasonable objectives, for the consideration of proposals for the future of the Weedon Depot site, as supported by EH.

88. The evidence base for policies BN7 (flood risk) and BN7A (water supply, quality and wastewater infrastructure) includes the SFRAs 1 and 2 (GLD59, GLD60 and GLD62), as well as the West Northamptonshire Water Cycle Study (GLD61 and GLD64). The latter has also led to the inclusion of a locally based design standard for the Upper Nene Catchment, through and upstream of Northampton, to help protect the town from flooding. This takes into account the major improvements to the defences along the river since the 1998 floods. With the further modifications now proposed by the JPU (**MMs 38/39**), both policies would be consistent with the NPPF (paras 104-108) and the NPPG guidance on flood risk, as confirmed by the support of the EA, amongst others. Accordingly, they are sound.

89. Policy BN8 reinforces the strategic value of the River Nene corridor as part of the county's green infrastructure network, with its own leisure and environment framework plan (GLD65) that the policy complements and is intended to help deliver. It is flexible, rather than prescriptive, recognising the potential of some riverside areas for new development where appropriate, and sound in all respects.

90. Policy BN9 on pollution control seeks to ensure that all new development minimises and, where possible, reduces pollution levels, such as in relation to air quality, in accord with national guidance. In the absence of any evidence to the contrary, it is considered reasonable, robust and requires no changes.

91. Given the known presence of areas of ground instability across the county, notably on slopes of greater than seven degrees for geological reasons, policy BN10 properly requires a ground stability report with all development proposals in those localities. This is entirely logical and should help ensure that relevant local concerns are taken into account in the design and layout of schemes and that appropriate engineering solutions and construction techniques are used, where necessary. That being so, the policy is sound.

Issue 7 – Infrastructure and Delivery (policies INF 1 and INF 2)

92. The JCS's approach to infrastructure delivery seeks to ensure that all new development is supported by the timely provision of the necessary investment in new physical, green and social/community facilities, services and networks. This is appropriately evidenced in the IDP, as updated in 2012 with the 11 key primary infrastructure projects needed to deliver the overall strategy suitably listed in Table 7 of the plan, as modified (**MM 40**). Acknowledging that some elements of infrastructure are at or close to capacity, measures such as modal shift to help create more sustainable travel patterns are also necessary if the plan is to deliver its objectives by 2029. In this respect, the IDP is intended to be a "living document" to be monitored and updated, when necessary, to reflect local circumstances as they develop. Given that it takes into account the contributions of various service providers and organisations, the IDP will play an on-going, co-ordinating, role for the various agencies involved, as well as for the Council.

93. Policy INF 1 properly requires developers to demonstrate that infrastructure provision will be made in connection with new developments, whilst para 11.17 suitably lists and defines the main types of infrastructure to which contributions should relate. Subject to the statutory tests set out in para 11.23 and to individual, site specific, viability testing if necessary, this approach is sound.

94. In respect of policy INF 2, the 11 key primary infrastructure projects are listed in modified Table 7 (**MM 40**). 4 relate to the waste water treatment network, whilst 7 concern transport. This includes 6 road schemes and one regarding an improved public transport interchange at Castle Station in Northampton. The JPU's evidence clearly justifies the selection of these schemes as the most relevant to the successful implementation of the overall strategy.

95. The IDP itself includes further reasoning as to why these projects are deemed necessary, together with sufficient detail for a Part 1 Local Plan of timing, phasing, costs and funding sources. It also provides evidence that the level of housing growth envisaged in the plan can be suitably served with appropriate infrastructure, services and facilities over the plan period, albeit some flexibility remains within the overall housing trajectory to take account of possible delays or changes to individual elements. Also, the total number of SUEs, such as around Northampton provides some flexibility in the event that one or more do not deliver as currently expected, for whatever reason.

96. Whilst some respondents are understandably concerned about the continuing availability of public funding for major infrastructure projects, especially new road schemes, the firm commitment of the various Councils and their partners, including the HA, is clear. This includes in respect of the Northampton Growth Management Scheme for the A45 between M1 J15 and Great Billing.

97. This conclusion is strengthened by the decision of NCC to introduce their own innovative funding arrangements in order to bring forward the delivery of strategically important new road projects, notably the Daventry Development Link, on an economically viable basis. Moreover, some key primary infrastructure projects, such as Castle Station in Northampton are already underway, or have been completed, such as Northampton Bus station and the Weedon A5/A45 cross roads improvements, whilst others have funds formally

committed.

98. Given the inevitability of site specific viability testing in relation to each of the SUEs, due to their scale and significance for the provision of new housing, there is no need for separate policies or criteria, in relation to the delivery of infrastructure between the SUEs and all other developments in the area. Therefore, in conclusion, policies INF 1 and INF 2 are, in principle, sound with realistic prospects that they will assist the delivery of an effective plan. They should help to ensure that sufficient resources are available to provide the necessary infrastructure, of all types, to support the levels of new housing and other development envisaged in the plan.

Issue 8 – Transport (policies C2 – C6)

99. Despite the generally acknowledged "good connectivity" of the county, partly reflecting its central location in the country, material changes in local travel behaviours, as set out in policies C1 and C2, are essential if significant parts of the local road network are to cope with the levels of growth envisaged. This is particularly so in and around the four main towns, where challenging "modal shift" targets need to be met in relation to existing development, and even more so for new schemes. Whilst these targets are ambitious (5% shift from private cars for existing and 20% shift from all new developments), as is the equivalent one for increased bus usage, a series of "soft measures" or "smarter choices" offers reasonable prospects that they can be delivered over time, alongside other important infrastructure investment.

100. For example, there are also some key road schemes that need to be completed, such as the Northampton orbital links, the Daventry Development Link (formerly referred to as the Flore/Weedon bypass) and the Towcester Relief Road, if the overall strategy is to be delivered over the plan period, as referenced in policy C3. In addition, the Northampton Growth Management Scheme (NGMS), jointly agreed by the HA and all the relevant Councils, seeks to manage the impacts of increased traffic on the A45 between J15 of the M1 and Great Billing. This includes through specific junction improvements to enhance capacity and reduce delays along the route, to be funded in stages with contributions from various developments.

101. Policy C3 also appropriately offers general support in principle for freight on both the canal and rail networks, plus enhanced rail services for passengers, as well as to and from DIRFT. However, decisions on the long term prospects for and best use of any spare capacity on the rail network once HS2 has been completed are for the future and at a national level, rather than this plan. This includes in respect of what opportunities might or might not exist for increased rail freight facilities in the locality as a result.

102. Taking into account the general endorsement of the plan's transport objectives and proposals by the HA and by NCC as the local highway authority, in the light of all of the above polices C1 – C6 and policy N12 relating to Northampton are sound, as modified (**MM 47**), and accord with the NPPF (chapter 4) and the Northamptonshire Transportation Plan (March 2012).

Issue 9 –Northampton North (policy N3)

103. As modified, proposals for this SUE now involve around 3,500 new homes with

associated services and facilities, including for primary education and a local centre, to the east of the A43 on the northern edge of the town. With Moulton to the west, Overstone and Overstone Park to the east, Southfields and the Round Spinney Industrial Estate to the south, the site is quite well related to the present built form of the town and on a main arterial route.

104. Although it would extend development out into the countryside in a somewhat linear fashion along the A43, the land form is reasonably well contained, including by established groups of trees, some of which are subject to TPOs. Accordingly, most of the site is considered to be of low/medium sensitivity to built development in landscape terms (GLD58 - fig 24), whereas much of the area to the north of Moulton that has been put forward as an alternative SUE location is more detached from the existing urban area and of medium/high landscape sensitivity. It would also result in a greater erosion of the gaps between settlements in the area to the overall detriment of the character and appearance of the locality on this side of the town.

105. Overall, the area subject to policy N3, as modified, is judged to be of lower environmental value than much of the land around the peripheries of the town, despite the presence of a LNR (Crowfields Common) and a LWS (Cowpasture Spinney). Together with the provision of greenspaces and wildlife corridors, as part of the comprehensive masterplan that policy N3 requires, it should also be possible to establish a firm new boundary to the north for this scheme, in order to limit the intrusion of development into the open countryside. Such measures should also help to ensure the continuing separate identity of the villages around the site, albeit with good transport links to enable the shared use of facilities and services, where appropriate.

106. There are sand and gravel reserves present on part of the site and these would need to be subject to early testing of their viability for extraction to avoid delays to delivery. Should it prove viable it should be possible and practical to incorporate prior extraction of any suitable mineral resources into a phased programme of development on this large site, with the potential for the products to be used on site in that event.

107. The size of the scheme in the modified plan should also enable the provision of a sustainable travel system for the site, incorporating a local multi modal interchange with car and cycle parking to enhance public transport services as part of the masterplan. Nevertheless, it is clear that significant contributions would also be required for highway improvements at Round Spinney roundabout and on the A43 corridor in particular.

108. Indeed, NCC argues that a much greater level of new housing should be planned here so as to help fund more of the work sought in the Northamptonshire Arc (July 2011) and Northamptonshire Transport Plan (March 2012) documents to dual the key strategic road corridor from Northampton to Kettering. However, local residents and others have understandable concerns about the potential traffic implications for nearby villages (such as Moulton to the west and Overstone to the east) of this scheme, let alone more, particularly on a cumulative basis when other committed projects on this side of the town are also taken into account.

109. The A43 cannot realistically be materially improved on its present alignment

alongside the southern part of the site, which is the most congested part of the route at present. Consequently, it is appropriate that a new road through this area should act as a bypass for this section of the main route, thereby providing a benefit to many existing local residents, as well as road users, at an early stage of the development process.

110. An over concentration of development, and of new housing in particular, on this side of the town, would not only imply risks to achieving delivery of the overall totals deemed necessary, but also have negative implications for the planned phasing of the NNW bypass scheme, that would not necessarily be fully mitigated by an increased level of contributions from a larger scheme. Accordingly, the modified plan strikes the right balance between making the best use of the site available for new housing and related development, without undermining its realistic potential for delivery over the plan period in this location.

111. Given the requirements set out in policy N3, including the public transport contributions, A43 corridor mitigation measures, new road through the southern part of the site and improvements to Round Spinney roundabout, the scheme should prove acceptable, in principle, in transport and highway terms. The innovative funding project adopted by NCC for the A43 improvements, amongst other schemes, should also help early provision of the essential road improvements as part of the first phase of the SUE delivery. Nevertheless, there will be some implications for the local road network that will need to be carefully monitored over time. Additional measures may be necessary in the event that unforeseen consequences arise, including possible "rat running" through villages at peak hours by commuters from further afield.

112. Proximity to the heritage assets in nearby settlements can be suitably and satisfactorily addressed through the detailed layout and built form of the scheme, including by the new road network directing traffic movements largely away from village streets. Taking into account the presence of existing employment opportunities nearby, as well as those to be made available on site as part of a comprehensive masterplan for a mixed use development, as well as the provision of good public transport links to the town centre, albeit about 4 miles away, this site is suitably located to function as a SUE.

113. The involvement of a major national house builder, keen to commence on site and confident of the economic viability of the overall scheme, notwithstanding the list of contributions and requirements in the relevant plan policy, is further evidence that the proposals are realistic and deliverable over the plan period. They can make a significant contribution to the level of new housing required to meet the plan's objectives. Nor is there any firm evidence that any larger scheme would necessarily be more readily or more quickly deliverable, or more viable overall and therefore able to provide a higher level of affordable housing on site than likely to result from the SUE proposals as now envisaged in the modified plan.

114. Since the plan was submitted, it has emerged that the proposed "Technology Realm" scheme would be more suitably and viably located in the town centre, in direct association with the University's new site, and that a full scale "park and ride" facility is not required in this location, as confirmed by NCC. Modifications to policy N3 to these effects, as well as to reflect the extended

site and increased number of homes, are therefore necessary for clarity and to facilitate implementation (**MMs 41/42**). With these modifications, policy N3 is sound.

Issue 10 – Northampton West (policy N4)

115. Lying to the west of the existing urban area adjacent to the communities of Duston and New Duston, this SUE represents an expansion of Northampton onto presently greenfield land. The site also lies to the west of the Sandy Lane Relief Road (SLRR) that forms part of the North West bypass route and has previously been thought of as the western boundary of development on this side of the town.

116. However, the degree of intrusion into open countryside is limited by its location largely within a natural landscape bowl that reduces its sensitivity to new building, as recognised in the Northampton Landscape Sensitivity and Green Infrastructure Study (GLD 58 fig.24). The land around is largely of higher sensitivity. New strategic and peripheral landscaping, incorporating established hedgerows, as well as the location of green spaces within the overall layout, particularly south of Roman Road, should reinforce this physical containment and visual separation as part of an approved masterplan.

117. Whilst relatively close, these elements should ensure clear separation of the SUE from the nearby villages of Upper and Lower Harlestone to the north west and Harpole to the south west, enabling those settlements to essentially retain their separate identities in a more rural setting. The distances involved are such that the various heritage assets in those villages, including listed buildings, need not be materially affected by the proposals.

118. As submitted, policy N4 provides for a SUE of around 1,500 new homes, plus a primary school and local centre that would require good links across the recently built SLRR in order to integrate with the existing communities and utilise some of their present services and facilities, such as the secondary school. However, in the light of the revised assessment of local housing needs, this site has been judged as capable of delivering more housing over the plan period and the additional SA work has confirmed that no significant negative impacts would arise from such an increase, including the extension of the site area to the south across Roman Road.

119. In traffic and highways terms, NCC is satisfied that the scheme could be principally served by a new connection at the existing junction of the SLRR with Weggs Farm Road, to also link with the main urban area. This has been confirmed in the Northampton Multi Modal Study Update (Feb 2011) (NLD 13), which also concludes that there is no need for this scheme to make a financial contribution towards improvements at the Cock Hotel junction (**MM 43**).

120. The local road network, as recently improved, is now such that even with the increased level of new housing envisaged in the modified policy (2,550 homes) the traffic movements likely to be generated should be safely and satisfactorily accommodated, albeit financial contributions to necessary improvements are clearly required from the development to ensure this outcome, including in respect of further progress on the bypass for this side of the town. Subject to suitable junction designs and the provision of appropriate additional links

across the SLRR for walkers and cyclists in particular, the proposals are therefore sustainable in overall transport terms.

121. Suggestions that this SUE should be significantly expanded, for up to 5,400 houses, are not realistic in view of the relevant factors referred to above and the major increase in services and infrastructure provision that would be required locally for it to be sustainable. Moreover, it would materially risk exacerbating existing concerns regarding the balance of new development on the respective edges of Northampton. This could potentially create an over concentration on the west of the town and possible market saturation in relation to other committed and allocated schemes. Additionally, irrespective of all other potential advantages and disadvantages, a further major expansion of the modified SUE is not currently necessary to meet needs.

122. Employment opportunities for new residents would be reasonably close at both Lodge Farm Industrial Estate to the north east and the Swan Valley employment area to the south. The SUE would also be reasonably well connected to the town centre, including by public transport, where major new job provision is envisaged over the plan period. Consequently, it is not essential that further new employment provision is made onsite as part of this scheme, beyond that associated with local services and facilities.

123. Mitigation measures to retain the general biodiversity interests of the flora and fauna on the site would be necessary as part of any masterplan, together with structural landscaping, green/open space provision and the creation of habitat corridors to improve ecological diversity, if possible. Notwithstanding, there are no overriding environmental constraints that would preclude development, as acknowledged in the relevant SA work, and no serious technical or practical issues to be overcome in developing the site, particularly as there are no areas of strategic flood plain.

124. Regarding delivery, a national house builder is already closely involved and keen to proceed. This is on the basis that the level of infrastructure requirements in policy N4 is reasonable and realistic and that a suitable range of new housing can be brought forward viably as part of a comprehensive scheme on the extended site for around 2,550 new homes. However, given the proximity of the land south of Roman Road to the village of Harpole and its generally greater prominence in the local landscape on this side of the town, the main modification to extend the SUE into this area and materially increase the number of new units has given rise to increased concerns over potential impacts, including on Harpole in particular.

125. Consequently, in order to help ensure that the village retains its separate identity from the main urban area of the town and its setting within the countryside, new housing should principally be built to the north of Roman Road. The part of the site to the south should be the location of the new primary school, playing fields, allotments and other main green spaces needed within the overall scheme, rather than new housing, so as to reduce the visual and landscape impact of new development on this less well contained part of the site, as part of the comprehensive masterplan, and better reflect plan proposals for development on other nearby sites, particularly in policy N9A.

126. A further modification to this effect is therefore required to add – "with new

housing principally to the north of Roman Road" (**MM43**). In conclusion, despite extending into presently largely open countryside and using greenfield land, subject to the above, this SUE would be suitable, satisfactory and sustainable as part of the overall expansion of Northampton envisaged in the plan, including in respect of prospective relationships with Harpole and Harlestone. As further modified, policy N4 is therefore sound.

Issue 11 – Northampton King's Heath (policy N7)

127. Also known as Dallington Grange, this site is, primarily, a longstanding allocation for development, having been included in the Northampton Local Plan (1997). Whilst an area of archaeological interest to the north west requires further investigation and potential mitigation as part of any masterplan, there are no significant constraints to the proposed delivery of about 3,000 new dwellings, with a secondary school, two primary schools, a local centre and around 10ha of employment adjacent to Lodge Farm. Access is to be taken from various points, including the new NNW bypass, to which financial contributions will be required as part of the development.

128. Given the above, an early start to construction is confidently envisaged, with housebuilders directly engaged and detailed proposals under negotiation. This should not only help the delivery of the new housing in accord with the plan's trajectory, but also assist the regeneration prospects of the wider King's Heath area nearby. Policy N7 is sound.

Issue 12 – Northampton South (policy N5)

129. Sited between the existing built up area of the town at East Hunsbury to the north and the M1 motorway to the south, with Collingtree to the east, this proposed SUE is capable of delivering around 1,000 new homes, a primary school and a local centre in a sustainable location. It is well contained within those features in landscape terms and therefore of relatively low sensitivity in regard to the potential visual impact of development in the locality, albeit with open fields to the west up to the railway line.

130. Whilst an extension of development further west may be feasible in the longer term and could be considered in the Part 2 plan, at present there is little firm prospect of a suitable vehicular access being made available across (over or under) the railway line at an economic cost. Nor are all the relevant landowners involved as yet. Moreover, any scheme that does not involve a vehicular access to Rowtree Road to the north is likely to be poorly related to the existing community at East Hunsbury and its existing services and facilities. The current size of the site is such that it should be possible to provide a mix of size and type of new units, including affordable housing, without any extension or a material delay whilst the scheme is significantly revised. At best, pursuing the land to the west as an alternative or part alternative to the identified SUE would introduce material delays to delivery whilst these difficulties were resolved, if indeed they can be on a viable basis.

131. A number of practical, technical and environmental issues regarding the prospects for this site have been raised in representations from nearby residents and others, not least in respect of flood risks. The Wootton Brook, running east-west through the golf course that forms part of the site and

adjacent to existing housing in Collingtree Park, has been the main source of fairly regular localised flooding problems in recent years, including notably at Easter 1998. Clearly, new built development here needs to properly address this issue and, preferably, to achieve an overall positive impact on local flood risks, if at all possible. The last part of policy N5 therefore rightly requires that the scheme provides a suitable flood risk, including surface water, management scheme from all sources, as part of a comprehensive masterplan, for the site.

132. The relevant evidence, including from technical work done to date, indicates that a reconfiguration of the golf course layout, localised channel improvements to the Wootton Brook, provision of green spaces in certain locations and management of surface water flows to Collingtree Park (Turnberry Lane and Belfry Lane area), together with a legal agreement relating to on-going maintenance, should enable a sustainable urban drainage scheme to deliver significant overall improvements, compared to the present position, in relation to flood risks. This would include for existing residents in Collingtree Park and others around the site, as well as taking into account the latest EA guidance, the 1 in 200 year flood risk standard for Northampton, and climate change considerations. The fact that the EA and NCC, as well as NBC, all essentially endorse the intended scheme reinforces this judgement, which is also in accord with other plan policies, such as BN7.

133. Concerns over potential traffic problems, particularly on Rowtree Road, are understandable with a scheme of this scale. However, funds from the development will be provided to deliver local road and bus service improvements, as well as towards the programmed works on the Wootton Interchange as part of the NGMS (GLD 24). Together with other measures envisaged under other plan policies to help achieve "modal shift", these should be sufficient to deliver a suitably integrated transport network to satisfactorily serve the site for the scale of development planned, albeit the overall targets are acknowledged to be challenging.

134. Proximity to the M1, particularly along the site's southern boundary, also means that the master plan, including in relation to layout and built form, has to resolve detailed design issues regarding noise and air quality, in order to achieve a satisfactory living environment for new residents. This includes through the disposition of structural green spaces across the site and the provision of a substantial landscape buffer to the M1 itself on the site's southern boundary. Investigations to date demonstrate that such considerations can be fully and appropriately taken into account, whilst allowing development to proceed, as recognised by the environmental health department of NBC.

135. The site layout also needs to retain key habitat features, including the defined County Wildlife Site on part of the area, as well as providing wildlife corridors as part of the open space elements in the masterplan. Similar considerations clearly apply in respect of areas of identified archaeological interest. Both matters are suitably recognised in the relevant parts of policy N5, which requires the necessary assessments and mitigation, if appropriate, given that neither is an overriding constraint to development.

136. There are relatively steep gradients in the central part of the site and thus

ground stability concerns with a risk of solifluction or landslips if suitable measures, including through detailed layout and appropriate construction techniques, are not utilised. However, these issues are well known locally, with established techniques for minimising risks and consequently this constraint, whilst highly relevant, does not mean that the site is unsuitable in principle for a SUE, or even that the costs of addressing it, where necessary, would render the site economically unviable. None of these constraints, either individually or collectively, is sufficient to render this site unviable or unsuitable in principle for a SUE.

137. In fact, a national house builder intends to proceed and considers the site to be viable and capable of delivering around 100 homes a year, with an early start envisaged to assist the plan's housing trajectory and particularly the land supply position in the NBC area. None of the infrastructure requirements under policy N5 or other policies in the plan to bring forward this site on a sustainable basis would be so onerous as to alter that conclusion in this relatively high value location. This is so with or without any element of new employment provision which is not essential in this particular locality as it is fairly close to a number of existing employment areas and to the town centre.

138. In short, this is a suitably located and well contained site that is physically capable of delivering a SUE, starting in the first part of the plan period. Subject to appropriate detailed design and layout, it should relate well to the existing housing nearby in visual and physical terms and provide positive impacts overall, as noted in the SA, including importantly in respect of local flood risks. Accordingly, policy N5 is sound.

Issue 13 – Northampton South of Brackmills (policy N6)

139. This site is well related to the existing built up area on the south eastern edge of the town with existing housing to the west and south and close to the substantial Brackmills employment area to the north. A SUE here would provide a new local centre, primary school and medical facilities, as well as new housing. The scale is such that a mix of size and type of new homes should prove deliverable.

140. This would include an appropriate percentage of affordable housing, in accordance with policy H2, together with a park, allotments, informal green spaces and sustainable drainage features. In addition, a green corridor running roughly north west to south east across the site, plus peripheral green spaces would help to define but also soften the edges of the development, especially to the east where it would adjoin open countryside.

141. The local landscape sensitivity of parts of the site can be addressed and partly mitigated through such measures, together with the backdrop of woodland to the north, which forms a strong local landscape feature, as part of a comprehensive masterplan for the whole site. The masterplan should also take into account the potential skyline views of buildings on the site from the north and east, as well as the retention, if at all possible, of existing footpaths, Landimore Road and the minor road within the site to help integrate the scheme into its surroundings. As a result, the development should not materially threaten the separate identity of the settlements of Hardingstone and Wootton.

142. The understandable concerns of local residents regarding possible flood risk, noise, air quality, ground stability and traffic generation can all be satisfactorily addressed through appropriate technical analysis and on site measures, as well as contributions to offset impacts elsewhere. This should include through a full Transport Assessment looking at all traffic movements likely to occur on the local road network in the context of the agreed NGMS for the A45 route. Consequently, none are sufficient, individually or collectively, to indicate that the site is unsuitable in principle for a SUE.

143. Regarding retail provision as part of the scheme, the reference in the revised policy wording is inherently more flexible, and therefore suitable and appropriate, than any specific upper limit on floor space, as previously proposed. Use of the word supermarket as an alternative would make little or no practical difference. The details can then be resolved in the context of a masterplan or planning application once the specific contents of the remaining elements of the overall scheme are known. Accordingly, no further change to the policy is required.

144. Most of the site is presently owned by the Homes and Communities Agency (HCA) and forms part of their accelerated disposals programme to assist the delivery of new housing nationally. The remainder is owned by a national house builder that is "ready, willing and able" to proceed as soon as possible. In such circumstances, this site is clearly able to have an early start to delivery and to make a material contribution to the plan's new housing trajectory accordingly. This conclusion is supported by the fact that extensive public consultation has been conducted locally in respect of specific proposals by the HCA and prospective developers.

145. Taking into account the positive outcome of the revised SA, that did not identify any material constraints in relation to the higher number of new dwellings regarding the extension of the originally identified site to the south east, the site is suitable in principle to accommodate a SUE and for about 1,300 rather than just 1,000 new homes (**MMs 44/45**). This would also accord with the earlier Northampton Longer Term Growth Options Study (GLD 2). Policy N6 is therefore sound, as modified.

Issue 14 – Northampton North of Whitehills (policy N8)

146. This site, also known as Buckton Fields, is carried forward as an allocation for development in the JCS from the Daventry District Local Plan. In the absence of firm evidence to the contrary, it remains suitable, in principle, to deliver around 1,000 new homes, plus a primary school, a local centre and employment opportunities on about 50ha. This is so providing that suitable investigation of the archaeological potential and ecological interests of the area takes place first and is fully taken into account in any masterplan, with appropriate mitigation, if necessary, delivered alongside the development.

147. Also, importantly, local concerns relating to traffic generation and the effects of the scheme on the surrounding highway network need to be adequately addressed through financial contributions towards road and junction improvements nearby, including in respect of the NNW bypass scheme, and in the context of the overall programme for such projects on this side of the town. I note that NCC has stated publicly that the part of the site presently in

their ownership (around two thirds) will not be sold until satisfactory arrangements are firmly in place to ensure that the necessary highway and other transport improvements associated with this scheme will be delivered at the appropriate time. This provides some further reassurance regarding the suitability and sustainability of the scheme in principle and the mitigation of its local impacts, while not delaying the start of development on the other part of the site, which is necessary if the plan's new housing trajectory is to be met.

148. Subject to these provisos, this allocation is considered viable and appropriate, as well as capable of early delivery in part, with prospective developers directly involved and seeking to proceed. Policy N8 is sound accordingly.

Issue 15 – Northampton Omission Sites

149. In the light of the JPU's revised assessment of housing needs, all reasonable alternative/additional prospective SUEs around Northampton (and elsewhere) that could potentially be delivered up to 2029 and shortly beyond have been subject to satisfactory SA/SEA work by the JPU's consultants in 2013. None has emerged as a more sustainable option in principle than the SUE allocations in the plan, as modified, in that context. Moreover, the revised level of new housing required over the plan period, whilst challenging, is deliverable on the allocated sites without the need for further allocations or additions/extensions to the already identified areas to assist.

150. In such circumstances, the potential advantages and/or disadvantages of all the other sites proposed by representors around the town are essentially matters for consideration in the context of a future review of the plan, or the Part 2 plans if at the non-strategic scale. Nevertheless, it remains necessary to address whether or not those strategic size sites put forward would be more suitable than those allocated in the plan.

151. For example, a significant extension of, or an alternative to, the Northampton North SUE (policy N3) to the west of the A43 and relating to the village of Moulton is not necessary during this plan period, even if development on the overall scale proposed were to be deliverable, which remains unproven at present. This judgement applies irrespective of potential local highways, health and education benefits that might arise, such as for Moulton College, particularly in the light of the transport and traffic implications for the wider network, including the NNW bypass scheme, that have yet to be fully assessed. Similar concerns apply in respect of unresolved local services, facilities and other infrastructure requirements for such a large scheme.

152. Nor, given its relative distance from the town centre and indirect relationship with the existing urban area, is it a more sustainable option than those allocated in the modified plan as it would be, effectively, more of a major expansion of Moulton village rather than a SUE or urban focussed growth. This applies whether or not the proposals are considered as an alternative or an addition to policy N3 of the plan and is reinforced by the outcome of the revised SA/SEA work in the light of the revised level of new housing needs.

153. In contrast, the site at Holly Lodge Drive, south east of Boughton, is more sustainably located in relation to the present built up area of Northampton and relatively so to the town centre. However, with no developer involved as yet,

there is no firm evidence that it is currently deliverable as a SUE or particularly that initially identified constraints, including ecological and archaeological interests present on the site, could be overcome or suitably mitigated as part of a comprehensive scheme.

154. Notwithstanding the potential reinstatement of a village green as a means of reducing potential coalescence with Boughton, this land cannot be considered as a realistic alternative to the SUEs identified in the modified plan. This is so at least until considerable further technical investigations have been completed in relation to the above factors and others, including services and infrastructure, notably regarding road access and related highway issues.

155. Land to the east of the allocation south of Brackmills in policy N6 of the plan would potentially be capable of delivering a further 1,000 or so new dwellings, as an addition to the identified SUE, together with additional facilities. With vehicular access from the south off the B526 road to Newport Pagnall and a clearly defined eastern boundary along the Preston Deanway to Great Houghton Road, the site would also be close to existing employment opportunities at Brackmills and Rushmills.

156. However, in the absence of a full technical assessment of potential constraints, including regarding infrastructure and services, and in relation to delivery prospects over the plan period it does not represent a clearly preferable alternative to any of the other allocated SUEs around the town. It would also involve the unnecessary loss of greenfield land, with an associated landscape intrusion into open countryside on an otherwise fairly rural edge of the town.

157. Land to the east of Wootton is physically capable of providing a new neighbourhood of over 1,000 new dwellings, together with associated services and facilities, around the Caroline Chisholm secondary school. Also close to existing employment areas, it forms part of a prospective larger SUE that was considered in the earlier versions of the JCS but omitted prior to submission. Whilst in a reasonably sustainable location relative to the present urban area and to the town centre, development here has previously been assessed in the SA/SEA work (GLD 12) (Feb 2011) and SA Addendum (J59) as bringing significant risks of harmful effects on the integrity of the Upper Nene Gravel Pits SPA nearby, notably in respect of potential encroachment on support sites to the SPA. However, following discussions, NE's latest view, based on previous survey work and the relative distance from the SPA, is that the allocation of the site would represent a relatively low risk in terms of HRA.

158. The potential direct traffic impacts arising from this site on the key Wootton Fields Interchange on the A45 have not been taken into account in the NGMS. NCC as the local highway authority is not satisfied that a practical affordable solution to provide the necessary junction improvements to resolve this matter is deliverable, particularly regarding peak hour movements. Consequently, in the light of all of the above, land east of Wootton cannot be considered as a preferable or more sustainable option than those SUEs allocated in the modified plan. Concerns about an over-provision of new housing on this side of the town leading to an element of market saturation in comparison to other parts of the area are also relevant in this context. This is so even for a smaller scheme than originally envisaged. On balance, the potential shorter term deliverability of this site is outweighed by these factors for the present plan

period.

159. Therefore, overall, it does not represent a more sustainable alternative than the SUE sites identified in the modified plan, given the loss of greenfield land and likely effects of new housing on the gently undulating landscape in the vicinity that makes a positive contribution to the town's setting from this direction. The absence of a firm eastern boundary also risks setting a form of precedent for further development in that direction in the future. These conclusions are not altered by the fact that planning permission has been granted for around 300 new homes at the northern end of the proposed site.

160. In conclusion there is no necessity for further plan modifications to allocate any additional or further extended SUE sites around Northampton to meet the objectively assessed need for new housing up to 2029.

Issue 16 – Rural Areas (policies R1 to R3)

161. In the rural areas policy R1 provides a basis for the definition of a settlement hierarchy in the subsequent Part 2 LPs. Effectively, this includes four tiers, with first primary and then secondary service villages, third other villages below, and finally all other smaller settlements, such as hamlets with no or very limited services, that are not to be listed/named at all in the hierarchy. The JPU's evidence in the Village Services and Facilities Technical Paper (GLD 3) (Feb 2011) is generally agreed to represent a "snapshot" only and to contain minor errors. A new survey is needed to inform the Part 2 LPs. Nevertheless, it suitably demonstrates the logic of such an overall approach in this area.

162. Given that the allocation of particular settlements to each level and the distribution of development across the hierarchy and each district are matters for the Part 2 LPs, the principle of a consistent hierarchy is sound. Moreover, the criteria listed to identify settlements at each level are sufficiently clear and comprehensive, whilst not being entirely prescriptive in nature. In common with all the other discrete rural settlements outside towns, the allocation of the village of Great Houghton within Northampton Borough to a particular category in the hierarchy is a matter for a Part 2 LP, rather than this one.

163. However, the Part 2 plans need to have sufficient flexibility to reflect specific local circumstances, including constraints and opportunities, in respect of the provision of new housing in rural areas, to bolster that coming forward in and around the towns. Therefore, it is neither necessary nor desirable that the JCS should seek to impose even indicative percentages that seek to control the distribution of new housing across the rural areas and/or the total level of new housing in any individual village or level of the hierarchy. This is a matter best considered in the more detailed context of a Part 2 LP, when all relevant local circumstances, including the realistic capacities of suitable sustainable sites, can be more fully taken into account, together with the new village facilities survey referred to above.

164. With that in mind, certain parts of the policy and supporting text need to be omitted so that it is positively worded overall, in accord with para 54 of the NPPF and provides suitable guidance for the Part 2 LPs without being overly restrictive. For that reason all percentages should be omitted from the policy,

with the same applying to references to the total new housing figures as maximums, whether intended as indicative or not. The first sentence of para 16.19 should be modified to accurately reflect the role of neighbourhood plans in relation to the JCS and the Part 2 LPs (**MMs 56/57**). The modified wording would be consistent with paras 54 and 182 of the NPPF.

165. The fact that it follows an Interim Rural Housing Policy (SLD 18) adopted by one of the constituent Councils of the JPU to address a recent serious shortfall in new housing land supply is not sufficient justification for retaining the use of percentages in this strategic level plan that looks ahead to 2029. Overall, the JPU's evidence, including the SA (J59 + SUB 6) and SHLAA (GLD 47) confirms that the housing requirements of the area can be met, including on various potential sites in the rural areas, without the need for new settlements, in this plan period at least.

166. Policy R2 seeks to sustain and enhance the rural economy, whilst respecting the character and environmental quality of the area. It is positively worded and consistent with the relevant national policies in the NPPF, including para 28. The term "small scale", regarding business and commercial development in relation to farm diversification schemes, is appropriate to ensure that the second part of the policy's objectives is also met and there is simply no need for the policy to encourage or specifically support the conversion of existing buildings in rural areas to residential use. However, para 16.20 requires modification for clarity (**MM 58**).

167. Similarly, policy R3, relating to the transport strategy for the rural areas, seeks better walking, cycling and public transport connections in particular in order to improve accessibility on a sustainable basis. This accords with the NCC Transportation Plan, as well as the NPPF. Both policies also suitably reflect the respective SCSs for the two rural districts, are clearly worded and appear deliverable. They are therefore sound.

Issue 17 – Brackley (policies B1 to B4)

168. The plan's strategy for Brackley in policy B1 involves enhancing its role as a rural service centre in the south of the county, including through various improvements to the town centre, as well as regeneration and renewal of a business district/employment area. The latter relates to a SUE to the east of the town on land bounded by the A43 bypass, with residential development to the south of Turweston Road and employment to the north under policy B2. To the north of the town policy B3 allocates a larger SUE, mainly for new housing, made up of a number of interrelated development sites that together will enable the provision of a new east-west highway link from Halse Road to Northampton Road as part of a comprehensive scheme.

169. The JPU's evidence base relating to Brackley and the adopted SNC Masterplan (January 2013) (SLD 8) both point to the potential of the town to grow, on a planned basis, and policies B1– B4 are designed to help deliver that strategy as part of an overall package over the plan period. Each of the SUEs has strong developer interest, with planning permission having been granted for some important elements of both schemes. This enhances their likely prospects for delivery starting early in the plan period, particularly in the absence of any known material constraints and taking into account that the

localised flood risks can be mitigated through policies B2, B3 and BN7.

170. Given the progress on delivery already made to date, there is no need to further alter the wording of policy B2 for Brackley East beyond proposed modifications MM 52 – 54 to provide greater flexibility, as this might be exploited to introduce non employment uses to the detriment of the plan's strategy in seeking a balanced, mixed use, package of developments over the plan period and to the vitality and viability of the town centre in particular. The policy limit on the percentage of B8 uses on the site is also necessary, given the location of the site, the availability of numerous alternatives and the benefits that a mixed use scheme is likely to deliver for the town as a whole, as part of the overall plan strategy.

171. In relation to Brackley North (also known as Radstone Fields) and policy B3, the allocation of further land to the north of the site within the SUE is simply not necessary at present, in the light of the already challenging rate of new housing delivery being sought for the town, in comparison to previous/recent achievements locally. The site is clearly not sustainably preferable to Brackley East and thus there is no need for any modification to policy B3 in this respect.

172. Should the rate of new housing delivery in Brackley materially exceed that currently expected it would be a matter for a future review of the plan to reconsider alongside other potential opportunities. Similar conclusions apply in relation to land to the west of the town, with added constraints there in respect of flood risks and infrastructure delivery, including highway connections to the A422 and Banbury Road.

173. Policy B4 deals with the relevant transport improvements needed alongside the planned growth of Brackley, including for walking, cycling and bus services, as well as junction works on the A43. These schemes are also intended to help reduce the level of out commuting from the town to other employment centres. They are an important part of the overall strategy in facilitating delivery, as referenced in the WN IDP 2012 Update (GLD 70).

174. In the light of the above, with modifications for clarity and updating, policies B1 to B4 are sound (**MMs 52 – 55**).

Issue 18 – Towcester (policies T1 to T5)

175. Policy T1 sets out the spatial strategy for the historic market town of Towcester, including an A5 relief road to the south to be provided as part of a SUE (Towcester South). This is generally consistent with the vision for the town in the 2011 Towcester Masterplan adopted by SNC (SLD 7). It also includes the regeneration of the town centre, incorporating additional comparison (non-food) retail floorspace, as well as improved facilities. This should bolster its role as a rural service centre that should benefit significantly from the removal of through traffic, including HGVs, once the relief road is open. Accordingly, both strategy and policy are sound.

176. Under policy T2, mixed use redevelopment in the town centre and the adjoining Moat Lane regeneration area is encouraged, in order to enhance the vitality of the former and the town's economy generally, as well as preserving and enhancing important local heritage assets, including the Bury Mount. Again, the proposals are sound in principle.

177. To the south of the town, and in connection with provision of the new east-west relief road from the A5 to the A43, plus improvements to the latter, policy T3 envisages a SUE with a total of around 3,000 new homes, albeit not all are presently expected to be completed during the plan period. The overall scheme is also expected to deliver significant employment land, schools, community facilities including local centres, relevant infrastructure and a new town park, whilst respecting the landscape settings of local heritage assets, including Easton Neston Park and Garden.

178. In this context, it is entirely appropriate that the plan should require the preparation of a comprehensive masterplan for the whole site, amongst other things, albeit individual elements may be delivered separately, if necessary. The absence of phasing restrictions, as such, also means that, subject to viability and the delivery of the relief road, new housing completions may prove to be greater than currently envisaged in the plan's housing trajectory.

179. The JPU's evidence, fully endorsed by the two main developers involved, shows that the scheme is viable and deliverable at current costs/values, without the need for additional areas to be included. Moreover, the basic design and route of the relief road, as proposed in this scheme, is deemed suitable and appropriate by the HA and NCC as the local highway authority, without the need for extension and/or material amendment. An alternative route to incorporate development at Burcote Green would be noticeably longer and thus more expensive and less suitable for some through movements.

180. The latest evidence indicates good progress towards implementation, including a resolution to grant planning permission subject to legal agreements, which are themselves moving towards finalisation between all the relevant parties concerned. The funding that the HA has recently been able to bring forward for necessary works at junctions on the A43, that assists the overall viability of the scheme, reinforces the conclusion that the scheme is deliverable as presently planned. Otherwise, all the available evidence indicates that the necessary infrastructure can be provided at reasonable cost and that the relevant funds are or would be available when required for implementation. There are good prospects of an early start to the delivery of new housing here.

181. In such circumstances, the proposals in policy T3 are sound in principle and there is no need to allocate additional land to enable the SUE overall or the relief road specifically to come forward during the plan period. Nor, given the significant constraints on land to the east of the town, are there any sustainably preferable alternative locations for a SUE to the town at present, as confirmed in the Pre Submission SA (GLD 12), the SA of the Proposed Changes (SUB 6) and the SA Addendum (J57).

182. The proposed SUE is of a sufficient scale to provide an appropriate and realistic percentage of the wider area's overall needs in Towcester over the plan period. This would be commensurate with its present, relatively small, size as a town and strategic role as a rural service centre, without creating an imbalance with other centres, such as Brackley and Daventry. Consequently, irrespective of any individual merits of the site, no further allocation at Burcote Green, or elsewhere, is required in this plan.

183. In fact, any development there could realistically only follow that of the SUE,

due to its location which is essentially unrelated to the existing built up area of the town. Rather than increasing likely delivery in the shorter term, extending the allocation to include this land would probably hinder it, due to the inevitable delays involved in revising the current scheme. Notwithstanding, there is no clear evidence that the development of Towcester South as presently proposed would prejudice any other opportunities around the town to meet possible future needs for growth beyond this plan period.

184. Detailed issues regarding the specific numbers of new homes, including the affordable housing percentages, the specific mix of development on sites within the SUE allocation and the exact boundaries of the new town park are not matters for this plan. Instead, they are development management issues to be resolved through specific schemes in the context of an overall masterplan. This includes in respect of the indicative figures in the plan, relating to potential layouts, as these are not intended to be prescriptive but rather are illustrative in nature.

185. Policy T4 lists the transport improvements necessary to implement the development envisaged in the plan, including the regeneration of the town centre, and is consistent with the outcomes of the Towcester Transport Study (SLD 13). Under policy T5, suitable criteria are laid down for consideration of any proposals for intensification of uses at Towcester Racecourse, on the edge of the town. These both recognise its potential as an important leisure, recreation, and tourism facility as well as ensuring that the heritage assets of the site and their settings are conserved and, where possible, enhanced. Both policies are sound.

186. In the light of all of the above, policies T1 – T5 inclusive relating to Towcester are sound in principle. However, for clarity and to facilitate implementation, it is necessary to delete the second and third sentences of former para 14.18 (new para 14.20), as there is no land use planning justification for seeking to restrict, in policy terms, the amount of new housing in the vicinity of Wood Burcote to the minimum necessary to secure the delivery of the new town park. This should instead be determined in the context of the overall masterplan for the SUE and/or particular proposals that come forward, taking all relevant material considerations into account, including viability and local landscape character. Also, it is now common ground that a new secondary school site is no longer deemed necessary within the SUE (**MMs 49 - 51**).

Issue 19 – Daventry (policies D1 to D5)

187. Under policy D1, the JCS strategy for Daventry is to support the town's growth to a population of around 40,000 by 2040, in accord with an adopted 2012 masterplan prepared by Daventry District Council (DLD 17). This includes the completion of existing developments to the north of the town at Middlemore and Monksmoor for new homes and local employment, as well as provision of the Daventry Development Link A45 corridor improvements to Northampton.

188. The regeneration of the town centre, incorporating retail, office and leisure developments within and adjoining it, as set out in policy D2, is also an important component of the strategy to maintain its vitality and viability and make the town into a more sustainable settlement overall. New public and private investment, such as the iCon centre, is already taking place locally to

assist in this respect. Accordingly, both policies are inherently sound, albeit some modifications to the wording are necessary for clarity and to assist implementation, as well as to acknowledge the latest expectations in relation to delivery (**MM 48**).

189. In order to achieve the level of growth sought, various locations have been examined for SUEs on the periphery of the existing urban area, including full consideration of possible additions/alternatives to the initially selected site as part of the SA work on the proposed modifications. That work and that which preceded it in the long plan preparation process clearly demonstrates that the most sustainable option for a new SUE to Daventry in the plan period is to the north east of the town, on a site known as Church Fields by the promoters.

190. All the relevant evidence points to this site being deliverable in practice, albeit probably not all within the plan period, with the identified constraints and levels of infrastructure required to support its development capable of reasonable resolution and suitable provision on an economically viable basis in terms of current costs/values. In principle, this site should be capable of delivering the new housing, facilities and services, including a new secondary and two primary schools, needed to fulfil the strategy for Daventry over the plan period, without the need for any additions or alternatives to be identified.

191. It is common ground that new housing delivery in Daventry over the recent past has been relatively slow in a fairly weak market, particularly compared to the surrounding rural areas, and that significant investment in transport schemes is necessary to facilitate a material improvement in performance, notably completing the Daventry Development Link, now scheduled for 2019/2020. Notwithstanding, the practical highway capacity exists now for the number of new homes anticipated in the plan. Moreover, the necessary A5/A45 junction works have recently been completed and NCC are actively pursuing delivery of the new road scheme, with other relevant parties, on a recently revised route, and on an innovative funding basis.

192. Taken together with the recently permitted major expansion at DIRFT, roughly 6 miles to the north of the town, providing increased local employment, these transport improvements should increase the comparative attractiveness of Daventry as a location for new house building. This is likely to prove a more effective measure to bolster delivery at relatively higher levels than recently achieved than simply allocating additional and/or alternative sites in less sustainable locations around the town.

193. The location of Daventry North East in respect of potential integration with the town centre and the Southbrook area of the town, across the B4036, is suitable and sustainable. The size of the site also provides an opportunity for new green areas, including for outdoor playing fields, an extension of the country park and on the peripheries to help integrate the new built form into the local landscape hereabouts (the Daventry "bowl") and avoid development on land in flood zones 2 and 3, according to the SFRA.

194. Such a development form should also ensure that the outlying villages of Welton to the north and Norton to the east, as well as Long Buckby beyond, retain their separate identities once the scheme is completed. The smaller sites promoted as alternatives/additions to the SUE, including those to the

north of the town, are not only essentially non-strategic in scale, but also are not capable of providing the number of new homes or the range of new services and facilities that come as part of the overall package with a SUE, and thus offer no particular comparative advantage. Nor are they as well connected to the town centre. Nevertheless, any potential that they may have on their individual merits to contribute to Daventry's housing needs over the plan period or beyond is a matter for the Part 2 plan.

195. There is always a risk in concentrating the majority of new housing in a town over a plan period on one large site but, in this specific instance, that is firmly outweighed by the suitability and sustainability of the selected SUE compared to the other alternatives/additions put forward. This is particularly so in respect of the largest alternative/additional site, known as Danetree, east of the town, as it would extend built form further into the open countryside in a more prominent and sensitive location in landscape terms. It would also be less related to the town centre than Daventry North East, being effectively separated from much of the rest of the town by Borough Hill, and inevitably focus most of the new traffic likely to be generated principally onto the A45 corridor, whereas that from Daventry North East would be more dispersed onto other routes.

196. The conclusion that policy D3 is sound is reinforced by the clear evidence that the Daventry North East site is "ready, willing and able" to be delivered on time by a national house builder, who plans to bring in others, has shown a firm commitment to the site over many years and seems unlikely to walk away now. Consequently, the risk is considerably reduced in Daventry at present, with no persuasive evidence that any alternative site could achieve new housing delivery on a materially relevant scale more quickly.

197. Policy D4 supports community regeneration in Southbrook, including better physical links and social connections with the rest of the town and the proposed SUE. Regarding transport, policy D5 confirms the need for improved connectivity to Northampton along the A45/A4500 corridor by road, as well as by public transport to Long Buckby station, together with improved facilities there. Both policies are realistic as well as aiming to assist the plan's overall sustainability objectives and are therefore sound.

Issue 20 – Monitoring and Implementation (policy S6)

198. In circumstances where the level of new housing completions has fallen well below that expected locally over the last few years, the importance of satisfactory monitoring of the plan and particularly of new housing delivery cannot be overstated. Moreover, the very challenging new housing targets set by the JPU over the plan period will require double digit percentage increases in delivery in future years, with each constituent Council individually responsible for its own 5 year housing land requirement, in accord with the NPPF. Monitoring of employment growth will also be on a locality basis.

199. Nevertheless, in order that flexibility is enhanced, it is considered desirable and acceptable in principle that the NRDA is taken as one joint area for the assessment of new housing delivery. That being so, it is also appropriate in this particular local context that housing land supply should be measured against the housing trajectory, rather than just the simple annualised target.

Otherwise there would be little point in having a trajectory at all.

200. The housing numbers in the plan are not intended to operate as a cap or upper limit, and there are no generalised phasing restrictions on the delivery timing of any of the strategic sites, with Tables 6A and 6B of the plan acting as aids to monitoring only. Accordingly, scope exists for some strategic sites to come forward more quickly than might otherwise be the case in the event of unforeseen problems arising regarding implementation on any particular one, especially around Northampton itself. Whilst permissions on un-allocated sites may have to be part of the response to non-delivery of some strategic sites elsewhere in the area, there is no particular reason or need for this to be specifically referred to in this policy.

201. Regarding implementation, policy S6 acknowledges the importance of achieving key outcomes, consistent with the guidance in para 152 of the NPPF. Together with Appendix 6, it also includes sufficient detail in relation to the monitoring of indicators to ensure that appropriate triggers will apply in the event that planned outcomes are not being secured over time. Overall, the policy is essentially sound. However, in order to be positive, given that there is to be only limited cross border flexibility between Councils as such, other than in the NRDA, it needs to be modified by deleting the word "consider" in all of the bullet points, except in relation to compulsory purchase, so that potential corrective measures are not delayed should they prove necessary, and also by replacing "may" with "will" (**MM 9**).

Issue 21 – Northampton Norwood Farm / Upton Lodge SUE (policy N9A)

202. Much of this proposed SUE to the west of the town and north of Weedon Road already constitutes a planning commitment as part of the longstanding South West District scheme for a major urban expansion. It is now considered capable of delivering around 3,500 homes (previously 2,565), as well as the final, northern, section of the Sandy Lane Relief Road, and related services, including two new primary schools and a local centre.

203. Concerns have been expressed regarding increased flood risks on the River Nene to the south, but the SFRA indicates and the EA are satisfied that, with appropriate design and layout, development can proceed without a harmful impact in this respect. Similar conclusions apply in regard to traffic generation, particularly given the new road infrastructure that will be provided with the scheme. Issues of local land stability on steep slopes can also be addressed by detailed design solutions, including through layout and the use of specific construction techniques, where necessary.

204. In relation to Harpole nearby and also landscape/visual impact, an area locally designated as an Important Local Gap and Special Landscape Area would be affected by the scheme. Notwithstanding, this site represents one of the more sustainable alternatives for a SUE on the edge of the town and, assuming traditional built form, the landscape/visual impact of development here would be limited in both scale and extent. In particular, avoiding any new development west of Sandy Lane, so that it forms a firm boundary for the SUE on the edge of the town in this locality, should ensure that Harpole is able to retain its separate identity as a village. Moreover, the visual and landscape impact of development here would be restricted so that no significant harm to

the character and appearance of that settlement, or elsewhere, would arise from this allocation.

205. Although involving the loss of over 20ha of good quality (Grade 3a) agricultural land, plus other greenfield areas, the sustainable location on the edge of the town, good transport links, proximity to employment and the opportunity to create new communities well related to existing housing, as well as the overall need for new homes, mean that the balance of public benefit weighs heavily in favour of development here. Subject to the restriction of new built development to the east of Sandy Lane, with all the land to the west that is included in the allocation to form part of a structural greenspace associated with the SUE, as proposed, I am satisfied that this scheme should proceed and the site should be allocated in the plan (**MM 46**).

Assessment of Legal Compliance

206. My examination of the compliance of the plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Joint Core Strategy is identified within the approved LDS (June 2012) (SUB 12), which sets out an expected adoption date of October 2013. The need for main modifications has meant a delay to the process, but otherwise the plan's content and timing are compliant with it.
Statement of Community Involvement (SCI) and relevant regulations	The Statements of community Involvements for Daventry, Northampton and South Northamptonshire were all adopted in 2006 (SUB 20, SUB 21 and SUB 22). Consultation has been compliant with the requirements therein, including on the post submission main modifications (MM).
Sustainability Appraisal (SA)	SA has been carried out throughout the plan process, including in relation to the post submission main modifications (MM), and is adequate.
Appropriate Assessment (AA)	The Habitats Regulations AA Report (February 2011) (GLD 14) with Addendums (July 2012) (SUB 09) (December 2013) (J57) has been undertaken and is satisfactory.
National Policy	The Joint Core Strategy complies with national policy, except where indicated and main modifications are recommended.
Public Sector Equality Duty	The JCS complies with the Duty and is adequate.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS for each of the Councils.
2004 Act (as amended) and 2012 Regulations.	The Joint Core Strategy complies with the Act and the Regulations.

Overall Conclusion and Recommendation

207. The plan has a number of deficiencies in relation to soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the Act. These deficiencies have been explored in the main issues set out above.

208. The Councils have requested that I recommend main modifications to make the plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the West Northamptonshire Joint Core Strategy satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Nigel Payne

Inspector

This report is accompanied by the Appendix containing the Main Modifications

Appendix - Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and <u>underlining</u> for additions of text.

The page numbers and paragraph numbering below refer to the submission plan and do not take account of the deletion or addition of text.

Modifications 62 – 65 inclusive relate to terms in the Glossary to the plan. They are included for the sake of completeness and clarity but do not form part of the recommendations, as they remain a matter for the JPU/Councils.

Modifications 66 – 78 inclusive relate only to consequential changes arising from the Main Modifications to the Policies Map, Inset Maps and Key Diagram that again do not form part of the recommendations.

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Section 3.0 – Introduction

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 1	8 and 23	Paragraph 3.10. New Para. 5.4 and New Policy SA	As agreed at the Examination Hearing Session 1.	Delete Paragraph 3.10 in Section 3.0 Introduction and replace it with a new Policy SA and new Paragraph 5.4 in Section 5.0 Spatial Strategy as set out below. Renumber subsequent paragraphs. "*Presumption in Favour of Sustainable Development"* *5.4 In accordance with the National Planning Policy Framework Daventry District, Northampton Borough and South Northamptonshire Councils will work proactively to ensure planning is not a barrier to new development. This Joint Core Strategy provides a clear framework not just for planning decisions but also many other forms of investment decisions.* "***POLICY SA - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT*** ***WHEN CONSIDERING DEVELOPMENT PROPOSALS THE RELEVANT COUNCIL WILL TAKE A POSITIVE APPROACH THAT REFLECTS THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT CONTAINED IN THE NATIONAL PLANNING POLICY FRAMEWORK. IT WILL ALWAYS WORK PROACTIVELY WITH APPLICANTS JOINTLY TO FIND SOLUTIONS WHICH MEAN THAT PROPOSALS FOR SUSTAINABLE DEVELOPMENT WILL BE APPROVED AND TO SECURE DEVELOPMENT THAT IMPROVES THE ECONOMIC, SOCIAL AND ENVIRONMENTAL CONDITIONS IN THE AREA.*** ***PLANNING APPLICATIONS THAT ACCORD WITH THE POLICIES IN THIS LOCAL PLAN (AND, WHERE RELEVANT, WITH POLICIES IN OTHER LOCAL PLANS AND NEIGHBOURHOOD PLANS) WILL***	To reflect the National Planning Policy Framework.

Section 3.0 – Introduction

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				BE APPROVED WITHOUT DELAY, UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE. ***WHERE THERE ARE NO POLICIES RELEVANT TO THE APPLICATION OR RELEVANT POLICIES ARE OUT OF DATE AT THE TIME OF MAKING THE DECISION THEN THE APPROPRIATE COUNCIL WILL GRANT PERMISSION UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE - TAKING INTO ACCOUNT WHETHER:*** • ***ANY ADVERSE IMPACTS OF GRANTING PERMISSION WOULD SIGNIFICANTLY AND DEMONSTRABLY OUTWEIGH THE BENEFITS, WHEN ASSESSED AGAINST THE POLICIES IN THE NATIONAL PLANNING POLICY FRAMEWORK TAKEN AS A WHOLE; OR*** • ***SPECIFIC POLICIES IN THAT FRAMEWORK INDICATE THAT DEVELOPMENT SHOULD BE RESTRICTED.”***	
MM 2	10	New Paragraph 3.18	As agreed at the Examination Hearing Session 1.	Delete Paragraph 3.18 and the heading above it in Section 3.0 Introduction and replace it with the following: “*Review of the West Northamptonshire Joint Core Strategy* *3.18 In order to ensure that the local planning policy framework in West Northamptonshire remains up to date in the light of changing economic, social and environmental issues and new evidence Daventry District, Northampton Borough and South Northamptonshire Councils commit to undertaking a review of the West Northamptonshire Joint Core Strategy to a plan period end date of 2036 or such longer period as the Councils choose, with*	To provide a clear commitment to the Joint Core Strategy review and to provide clarity on its timing and content.

Section 3.0 – Introduction

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				the aim of having an adopted plan in place by 2020. This review will be led by the National Planning Policy Framework approach of objective assessment of housing, employment and other needs and the requirements of the duty to co-operate with adjoining authorities and other organisations as necessary. This review will commence once the three Part 2 Local Plans covering West Northamptonshire have been submitted to the Secretary of State for Examination. This is expected to be in 2017. The West Northamptonshire Local Development Scheme will be updated following the adoption of this Joint Core Strategy to reflect these anticipated timescales for the review."	

Section 4.0 – Spatial Portrait, Vision and Objectives

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 3	23	Objective 16	Revised wording agreed with English Heritage (Joint Position Statement J7)	Amend Objective 16 as follows: "Objective 16 – Heritage To conserve and where possible enhance, through carefully managed change, the ~~*important*~~ heritage assets and their settings of ~~*Northampton, Daventry, Towcester and Brackley*~~ *West Northamptonshire*, and to recognise ~~*the*~~ *their* role *in providing* ~~*of rural heritage assets and their settings to support*~~ a sense of place and local distinctiveness."	To reflect the National Planning Policy Framework and the importance of the contribution made by the setting of a historic asset to its significance.

Section 5.0 – Spatial Strategy and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 4	28 – 31	Paragraphs 5.21 - 5.29	Modifications proposed as a consequence of the further work requested by the Inspector.	1. Amend existing Paragraphs 5.21-5.29 and insert new paragraphs as follows (renumber the subsequent paragraphs); 2. Amend the existing Table 1 (see table on Page 35 of this schedule); and 3. Insert new Tables 2, 3, and 4 (see tables on Pages 36-38 of this schedule) (renumber the subsequent tables). "5.21 The *now revoked* East Midlands Regional Spatial Strategy (RSS) set~~s~~ out a housing provision for West Northamptonshire of 62,125 dwellings to be provided between 2001-2026. Even before the economic downturn in 2008 the RSS targets were challenging. Housing completions compared with the RSS targets were approximately ~~*4,500*~~ *6,080* dwellings less than the RSS targets for the period 2001-~~*2010*~~ *2011*. Furthermore, the RSS target ~~is due to *increase*~~ *increased* by 325 per annum from 2011. ~~*The current economic situation has rendered the achievement of the RSS housing rates unattainable despite on-going endeavours locally to increase the housing supply. Even the meeting of predicted housing "need" based on the natural increase of the existing population will be extremely challenging, and will be dependent upon the development of new funding and delivery mechanisms nationally. In preparing this Plan it has been assumed that such new funding and delivery mechanisms will come forward, even though at this time it is not possible to say what form they will take.*~~ *5.22 The Joint Core Strategy was submitted* ~~*I*~~*in* this context ~~*work has been undertaken*~~ *and sought* to establish an achievable and reasonable level of housing provision. Full details of the methodology used ~~*are*~~ *were* set out in the Housing ~~*provision*~~	To reflect the outcome of the objectively assessed housing needs work, the extension of the plan period to 2029, and the revocation of the RSS.

Section 5.0 – Spatial Strategy and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				Technical Papers[1]. As a result of this work the housing provision total of ~~50,153~~ 50,150 dwellings for West Northamptonshire ~~*has been*~~ *was* identified. *Of these, 16,369 dwellings were completed to March 2011, compared to a RSS target of 22,450 for the same period.* *5.23 The East Midlands Regional Spatial Strategy was formally revoked on 12th April 2013, and was replaced with the requirement in the National Planning Policy Framework (NPPF) for the plan to meet the Objectively Assessed Housing Needs for its area.* *5.24 The Objectively Assessed Housing Need for West Northamptonshire has been determined to be 41,760 dwellings (2011-2029)[2]. For comparison purposes, the 16,370 completed dwellings have been added to give a requirement of 58,130 dwellings (2001-2029).* *5.25 Although the reports and the assessment of need has re-based the calculations from the 2011 Census, completions from 2001-2011 are shown in Table 1 below for comprehensiveness.* ~~*5.22 Table 1 below sets out the housing requirement by Borough/ District, the housing completions between 2001 and 2011 2010, outstanding planning permissions and approvals in principle at 1 April 2011 2010 and the remaining requirement between 2011 2010 and the end of the Plan period, 2026. Table 1 shows the housing requirement rounded to the nearest 10*~~	

[1] Housing Technical Paper (JPU) Feb 2011, and Housing Technical Paper Update (JPU) July 2012

[2] Objectively Assessed Needs (Joint Planning Unit) http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=10698501

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				~~*dwellings.*~~ ~~*5.23 Of the new housing provision requirement of 50,153 50,150 dwellings, 32.6% 31.3% was completed between 2001 and 2011 2010; 26.1% 27.9% is already committed through planning consents, or "Approved in principle" and 42.6% 39.5% remains to be provided – this is shown as the remaining requirement.*~~ ~~*5.24 Overall, the annualised housing completion for 2001-2011 2010 was 1,637 1,743 dwellings, and the requirement for the remainder of the Plan period is 2,252 2,154 dwellings per year.*~~ ~~*5.25*~~ *5.26* Northampton Borough is unable to physically accommodate its own housing needs. This has been identified since January 1992 when the Northamptonshire County Structure Plan Alteration No 1 was approved. This showed 1,000 dwellings to be provided in both Daventry District and South Northamptonshire related to the growth of Northampton. Significant levels of development have continued to be provided for and built within Northampton Borough's administrative area. However, the Borough's housing needs are being, and will increasingly be, met outside its administrative area with the development of Grange Park in South Northamptonshire, the allocation in Daventry District's Adopted Local Plan (now a Saved policy) of North of Whitehills (also known as Buckton Fields), ~~*and*~~ the planning consent~~*s*~~ at Wootton Fields Extension and *the planning application approved in principle at* Norwood Farm in South Northamptonshire district. The housing requirement for Northampton shown in Table 1 above is essentially the	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				minimum housing requirement needed. This means that there is a clear need for Northampton Borough Council and its neighbouring authorities to work together to ensure Northampton's housing needs can be planned and provided in a sustainable way for all. This joint approach is also important as the residents of those areas adjoining Northampton will be largely reliant on Northampton's services placing an extra burden on it. *5.27 Adjustments have been made to Table 1 above to reflect the wider Northampton area and the construction of Grange Park to meet Northampton's needs. It is accepted that there is a degree of uncertainty about the scale of the adjustment which should be made in respect of Grange Park, but it is believed that 150 per annum is the maximum adjustment justifiable. In recognition of this, the wider Northampton[3] need figure should be regarded as a maximum and the South Northamptonshire figure as a minimum. The resulting need figures for the Plan areas are set out in Table 2 below:* *(INSERT NEW TABLE 2, see page 36 of this schedule)* *5.28 Of the new housing requirement of 58,130 dwellings, 28.2% was completed between 2001 and 2011, at an annualised rate of 1,637 dwellings per annum. The 41,760 dwellings remaining to be provided over 18 years gives an annualised rate of 2,320.* ***Proposed Housing Delivery***	

[3] Known as the Northampton Related Development Area, discussed further below.

Section 5.0 – Spatial Strategy and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				5.29 Full details of changes since 2011, and the recalculation of the commitments is shown in full in the Housing Technical Paper Second Update, but in summary, housing completions 2011-2013 total 1,712 dwellings (of which 939 were in Northampton, 530 in South Northamptonshire and 243 in Daventry. The housing trajectory in Appendix 3 takes current market factors into account and seeks to show a rapid increase in housing completions based on existing commitments and the proposed Sustainable Urban Extensions (SUEs) coming on stream. *5.30 The housing numbers being proposed in this Plan, as shown in Table 3 below, are slightly higher than the need figures presented in Tables 1 and 2 above. The full objectively assessed need will be met in Daventry (excluding the NRDA), and in the NRDA itself. The proposed number for South Northamptonshire is a little higher than the need, reflecting the following four matters* • *There is a substantial supply of sites with consent which are required to fulfill the 5 year land supply until the SUEs come on stream;* • *The allocated SUEs should not be artificially constrained to meet the "need";* • *There are specific sites identified in village masterplans which should be encouraged; and* • *Limited small scale developments in the rural areas are expected to continue to provide support to the rural economy.* *(INSERT NEW TABLE 3, see page 37 of this schedule)*	

Section 5.0 – Spatial Strategy and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				~~5.26~~ 5.31 ~~Since~~ Between 2001 and 2011 9,350 ~~9,030~~ dwellings have been built in Northampton Borough administrative area and at 1 April 2011 ~~2010~~ a further 9,380 ~~9,190~~ dwellings had an outstanding planning permission or were approved in principle. Previous ~~E~~evidence ~~shows~~ suggested that a further 1,500 dwellings ~~can~~ could be provided using previously-developed land and buildings, sometimes referred to as urban capacity. ~~This means that over 20,000~~18,220 ~~dwellings are already built or identified for development in Northampton Borough. In addition a further 2,963 dwellings have been built since 2001 or have outstanding planning permission or approval in principle at 1 April 2011~~ 2010 ~~in South Northamptonshire District to meet the needs of Northampton. In addition this JCS allocates four Sustainable Urban Extensions within Northampton Borough providing a total of 6,000~~ 6,500 ~~dwellings. In total Northampton Borough can provide 26,200~~ 26,220 ~~dwellings of its total requirement which along with the already built or consented 2,963 dwellings in South Northamptonshire leaves a shortfall of 4,500 dwellings that needs to be provided outside the Borough boundary. This JCS has allocated three Sustainable Urban Extensions adjoining Northampton's urban area but in Daventry and South Northamptonshire Districts to meet this requirement. In recognition of the importance of ensuring that Northampton's housing needs are provided in a sustainable way the extent of the area in which Northampton's housing needs, including affordable housing, will be accommodated is identified in this JCS as the Northampton Related Development Area.~~ 5.32 Since 2011 a further 939 dwellings have been completed between 2011 and 2013 (all within Northampton Borough); as at	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				April 2013 commitments total 7,594, and the urban capacity to 2029 has been revised to 3,250 dwellings. In addition a further 2,183 dwellings have been built since 2001 or have outstanding planning permission in South Northamptonshire District to meet the needs of Northampton. This Joint Core Strategy allocates eight Sustainable Urban Extensions to meet Northampton's needs, of which 8,000 dwellings are in Northampton, 5,750 are in Daventry District, and 3,100 are in South Northamptonshire. In recognition of the importance of ensuring that Northampton's housing needs are provided in a sustainable way the extent of the area in which Northampton's housing needs, including affordable housing, will be accommodated is identified in this JCS as the Northampton Related Development Area. ~~*5.27*~~ *5.33* The Northampton Related Development Area is defined as: • the whole of Northampton Borough Council's administrative area; • those neighbouring parts of Daventry District and South Northamptonshire Councils' administrative areas where development 'related to the growth of Northampton' has already been completed or has planning permission or an approval in principle; and • those neighbouring parts of Daventry District and South Northamptonshire Councils' administrative areas that are allocated for Sustainable Urban Extensions. It is recognised that some essential infrastructure, for example parts of the North-West Bypass, will take place outside the	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				Northampton Related Development Area. ~~*5.28*~~ *5.34* The Northampton Related Development Area is identified on the Proposals Map, Figure 5 in Section 20 of this JCS. It is also illustrated on Figure 4 in Section 20. Policy S4 sets out the scale of housing development to be provided in the Northampton Related Development Area. *5.35 The Joint Core Strategy makes provision for the following scale of housing provision for Daventry District and South Northamptonshire (both excluding the Northampton Related Development Area) relative to their housing requirements taken from the table above (The NRDA is also shown for completeness).* *(INSERT NEW TABLE 4 see page 38 of this schedule)* *5.36 The scale of housing provision identified in South Northamptonshire exceeds the figure derived as the objectively assessed housing need for that area (excluding the Northampton Related Development Area) by 853 dwellings. Three Sustainable Urban Extensions are identified within South Northamptonshire to provide 3,910 dwellings between 2011 and 2029 to support development being focused on the centres of Towcester and Brackley over the plan period. This, in part, reflects a level of commitments required to provide a five year land supply while growth intended for Towcester and Brackley is brought forward by this plan. The provision made for the period 2011 to 2029 seeks to fulfill the related objectives of the Strategy over the plan period* ~~*5.29*~~*5.37* Policy S3 below sets out the scale of housing	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				development to be provided in West Northamptonshire by district and below district level over the Plan period 2001-~~*2026*~~ *2029, including where land in Daventry and South Northamptonshire Districts is contributing to the housing requirements of the Northampton Related Development Area."*	
MM 5	31	Policy S3	As agreed at the Examination Hearing Session 3 and as a consequence of the further work requested by the Inspector.	Amend Policy S3 as follows: **"PROVISION WILL BE MADE FOR *ABOUT* *42,620* ~~*50,150*~~ NET ADDITIONAL DWELLINGS IN THE PLAN AREA DURING THE PLAN PERIOD *2011* TO *2029* ~~*2026*~~.** **THIS PROVISION WILL BE DISTRIBUTED BETWEEN THE BOROUGH AND DISTRICT COUNCILS AS FOLLOWS:** **DAVENTRY DISTRICT ~~11,880~~ ~~*11,900**~~ *ABOUT 12,730*** **NORTHAMPTON BOROUGH ~~26,220~~ ~~*26,200*~~ *ABOUT 18,870*** **SOUTH NORTHAMPTONSHIRE DISTRICT ~~*12,050*~~ *ABOUT 11,020*** **BELOW THE BOROUGH AND DISTRICT LEVEL HOUSING DEVELOPMENT WILL BE DISTRIBUTED IN THE FOLLOWING WAY:** ***DAVENTRY DISTRICT*** ***DAVENTRY TOWN*** ***ABOUT 4,620*** ***DAVENTRY RURAL AREAS*** ***ABOUT 2,360*** ***NORTHAMPTON RELATED***	To reflect the outcome of the objectively assessed housing needs work and the extension of the plan period to 2029.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				DEVELOPMENT AREA ***ABOUT 5,750*** ***NORTHAMPTON BOROUGH*** ***NORTHAMPTON BOROUGH*** ***ABOUT 18,870*** ***SOUTH NORTHAMPTONSHIRE*** ***BRACKLEY TOWN*** ***ABOUT 2,160*** ***TOWCESTER TOWN*** ***ABOUT 2,650*** ***SOUTH NORTHANTS RURAL AREAS*** ***ABOUT 2,360*** ***NORTHAMPTON RELATED DEVELOPMENT AREA*** ***ABOUT 3,850***	
MM 6	32	Policy S4	As agreed at the Examination Hearing Session 3 and as a consequence of the further work requested by the Inspector.	Amend Policy S4 as follows: **PROVISION WILL BE MADE FOR *ABOUT 28,470* ~~33,665~~ ~~33,680~~ NET ADDITIONAL DWELLINGS WITHIN THE NORTHAMPTON RELATED DEVELOPMENT AREA IN THE *PERIOD* ~~2001~~ 2011 TO ~~2026~~ 2029. ~~NO FURTHER DEVELOPMENT BEYOND THE NORTHAMPTON RELATED DEVELOPMENT AREA WILL BE PERMITTED IN THE PLAN PERIOD THAT RELATES TO NORTHAMPTON'S HOUSING NEEDS.~~** ***NORTHAMPTON'S NEEDS, BOTH HOUSING AND EMPLOYMENT, WILL BE MET PRIMARILY WITHIN NORTHAMPTON'S EXISTING URBAN AREA AND AT THE SUSTAINABLE URBAN EXTENSIONS WITHIN THE NORTHAMPTON RELATED DEVELOPMENT AREA BOUNDARY. ADDITIONAL ~~HOUSING~~ DEVELOPMENT TO MEET***	To reflect the outcome of the objectively assessed housing needs work and the extension of the plan period to 2029.

Section 5.0 – Spatial Strategy and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				***NORTHAMPTON'S ~~HOUSING~~ NEEDS WILL BE SUPPORTED ONLY IF IT MEETS THE VISION, OBJECTIVES AND POLICIES OF THIS PLAN*.** **THE NORTHAMPTON RELATED DEVELOPMENT AREA *BOUNDARY* WILL BE REVIEWED AS PART OF ANY REVIEW OF THE HOUSING REQUIREMENT FOR WEST NORTHAMPTONSHIRE OR ANY OF ITS CONSTITUENT ADMINISTRATIVE AREAS.** **THE NORTHAMPTON RELATED DEVELOPMENT AREA *BOUNDARY* IS SHOWN ON THE PROPOSALS MAP (FIGURE 5)."**	
MM 7	32	Paragraph 5.30	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend the penultimate sentence of Paragraph 5.30 as follows: "The full list of the ~~*11*~~ *12* Sustainable Urban Extensions is set out in Policy S5 below. The planned amount of housing and employment provision is also set out in Policy S5."	To accommodate the objectively assessed housing and jobs need to 2029.
MM 8	33	Policy S5	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend the second part of Policy S5 as follows: "**NORTHAMPTON** • **NORTHAMPTON KINGS HEATH (~~3,500~~ 3,000 DWELLINGS, 10 HA EMPLOYMENT)** • **NORTHAMPTON NORTH (~~*2,000*~~ *3,500* DWELLINGS, ~~7 HA~~ *10 HA* ~~*LOCAL*~~ EMPLOYMENT ~~*OPPORTUNITIES*~~)** • **NORTHAMPTON NORTH OF WHITEHILLS (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)** • **NORTHAMPTON SOUTH (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)**	To accommodate the objectively assessed housing and jobs need to 2029.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				• **NORTHAMPTON SOUTH OF BRACKMILLS (~~*1,000*~~ *1,300* DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)** • **NORTHAMPTON UPTON PARK (1,000 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)** • **NORTHAMPTON WEST (~~*1,500*~~ *2,550* DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)** • ***NORTHAMPTON NORWOOD FARM/ UPTON LODGE (3,500 DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)*** **DAVENTRY** • **DAVENTRY NORTH EAST (~~*2,500*~~ *2,000* *2,600* DWELLINGS, LOCAL EMPLOYMENT OPPORTUNITIES)** **TOWCESTER** • **TOWCESTER SOUTH (~~*1500*~~ *2,100* DWELLINGS, ~~1,500 JOBS~~ ~~*15.5HA*~~ *10.8HA EMPLOYMENT"***	
MM 9	35	New Paragraph, Paragraphs 5.31 and 5.35, and Policy S6	As discussed at the Examination Hearing Session 20.	Delete the final paragraph and tables at the end of Policy S6 and move them into the reasoned justification as follows: Amend paragraph 5.31 and insert two new paragraphs as follows (renumber the subsequent paragraphs): "5.31 Achievement of the housing provision is dependent ~~dependant~~ upon necessary supporting infrastructure coming forward in a timely manner. Again, some of this will be challenging in the current economic climate, and the anticipated phasing has been set out in the housing trajectory for each district and the Northampton Related Development Area ~~below in Policy S6~~ which will permit this to happen providing the	To enable a more flexible approach to monitoring.

Section 5.0 – Spatial Strategy and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				economy improves as the Government expects. The housing trajectory in Appendix 3 of this JCS sets out the phasing of the housing development identified in this Plan on an annual basis over the period 2011 - *2029* ~~2010-*2026*~~. *The years 2011-2013 reflect the actual completions recorded, and the first 3 to 5 years of the trajectory is heavily biased towards the delivery of currently consented applications while progress is made on bringing forward the SUEs. Significant progress has been made on this matter with one SUE (Brackley North) now having consent; Northampton North of Whitehills has been approved In principle, and a further six SUEs (Towcester South, Northampton South, Upton Lodge, Northampton South of Brackmills; Northampton Kings Heath and Northampton North) all with planning applications currently under consideration.* ~~*This*~~ *It is intended that this* trajectory will be updated annually as a part of the Authorities Monitoring Report. *5.32 As an aid to the monitoring of the housing development proposed, the table below shows the current expected total housing need and phasing of housing development (to be updated annually in the Authorities Monitoring Report). Full details of the calculations for these tables can be found in the Housing Technical Paper Second Update. The figures in the tables are derived directly from the updated Appendix 3 housing trajectory, set out in this Plan. They are considered to be a more appropriate measure for the 5 year land supply and delivery calculations than a flat rate annualised figure. In the case of both Daventry (outside the NRDA) and the NRDA itself the shortfall from 2011-2013 against the annualised figures*	

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				based on objectively assessed need have been re-profiled with the bulk of the shortfall being met during the middle plan period. The meeting of the shortfall in the first five years is considered to be undeliverable when considered against both the base position and the time required before SUEs start delivering new homes. In the case of SNC the SUEs are more advanced and there is a larger supply of sites with consent, so the shortfall has been profiled to be met within the first 5 year period. Although the trajectory will be re-profiled each year, the delivery will always be compared to the base trajectory in Appendix 3. Flexibility exists within the plan and housing trajectory that allows for development to be brought forward to mitigate the impact of delays on individual sites." Tables 6A and 6B follow the above new paragraph (sees Table 6A and Table 6B on Page 41 and 42 of this schedule). *"5.33 South Northamptonshire is shown with two figures, one relating to the Objectively Assessed Need figure as described previously in paragraphs 5.31 above, and the other relating to their proposed delivery, which is planned to be higher than their Objectively Assessed Need. In the case of SNC delivery will be measured and reported against both planned delivery and the objectively assessed need. For the purpose of calculating the 5 year land supply, the figures to be used are the NEED Target line, but for the avoidance of doubt, appropriate planning permissions will be granted to meet the planned delivery target set out in Policy S3."* Add an additional bullet point before the final bullet point of Paragraph 5.35 as follows:	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				• *"Consider use of local authority compulsory purchase powers under the planning acts; and"* Amend the second bullet point in the second paragraph of Policy S6 as follows: "**HOUSING COMPLETIONS BY LOCATION AND TYPE AND THE AVAILABILITY OF LAND FOR HOUSING IN THE FUTURE MEASURED *AGAINST THE OBJECTIVELY ASSESSED NEED;"*** Insert a new third bullet point in the third paragraph of Policy S6 as follows: "***CONSIDER THE USE OF COMPULSORY PURCHASE POWERS;"*** Replace "may" with "will" and delete "consider" from all other bullet points at end of policy.	
MM 10	38	Paragraphs 5.38, 5.40, 5.41, 5.43 and 5.44	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend Paragraphs 5.38, 5.40, 5.41, 5.43 and 5.44 as follows: "5.38~~2~~ The East Midlands Regional Spatial Strategy (RSS) [East Midlands Regional Plan, March 2009] set out a 'reference value' for jobs growth of 37,200 jobs for the period from 2001 to 2021. This figure ~~*is*~~ *was* to be used for monitoring and review and not as a jobs target. The reference value for jobs was provided to support the level of housing growth as set out in the RSS ~~for the same period~~ and complement regeneration in North Northamptonshire. 5.~~3~~40 The housing provision of ~~*50,150*~~ *59,000* dwellings for the period 2001 to ~~*2026*~~ *2029 derived from an objective assessment of housing need for this period is lower than that used to inform RSS*	To accommodate the objectively assessed jobs need to 2029.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				employment forecasts. ~~*allows for a more limited housing growth than that suggested in the RSS based on an achievable delivery of housing within the plan period. The housing provision accounts largely for the natural growth of the existing resident population.*~~ As a consequence the economically active element of the population will ~~not~~ be ~~as extensive~~ less ~~as anticipated if the~~ compared to the ~~*full*~~ delivery of *an alternative RSS based level of growth* ~~*the RSS housing requirement* be delivered~~. With a reduced housing provision the labour force associated with the population to ~~*2026*~~ *2029* will be reduced and consequently the number of jobs required will be reduced from the RSS reference value. 5.~~35~~41 In order to maintain a broad balance between the provision of homes and jobs a new level of jobs increase has been calculated based on ~~the basis of~~ the level of population increase and ~~the~~ its likely profile *based on the outputs from an objective assessment of need.*~~of that population the details of which are included~~ *Assumptions surrounding job creation* as set out in ~~a~~ the Updated Employment Technical Paper (June 2012) ~~entitled 'Labour Force and Job Numbers for West Northamptonshire'~~ *remain valid but where necessary have been reviewed and revised in the Employment Technical Paper Second Update (December 2013) to address the objective assessment of need and new information such as that from the 2011 Census.* The paper identifies a ~~A~~ jobs reference value of ~~16~~*9,000* *28,500* net new jobs to be delivered across the West Northamptonshire area ~~has been identified~~ for the period ~~2010~~ 2008 to ~~*2026*~~ *2029*. *The reference value takes its base from the number of jobs recorded in West Northamptonshire at 2008 – totaling 194,763*[4] *– at an economic peak displaying a strong*	

[4] West Northamptonshire Employment Technical Paper Update – Appendix B (July 2012)

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				relationship between population growth and job creation. It is considered that this reference value, if used as a guide for monitoring and review purposes, will provide a sustainable balance in relation to the proposed housing delivery and jobs provision. However, with ~~*anticipated*~~ *recorded* job losses due to the economic recession, in the short term, provision of additional jobs over and above this target is likely to be required to make up for jobs lost. The JCS is committed to make good any such losses, with a corresponding increase to the ~~*19,000*~~ *28,500* jobs reference value. 5.~~37~~43 West Northamptonshire has an existing potential supply of employment provision in the form of planning applications and available sites to cover the first five years of the plan period following adoption and ~~probably~~ beyond (West Northamptonshire Employment Land Study - July 2010 *and Update 2012*). *However, it is evident that in the Northampton area there is a specific shortage of larger sites to meet the needs of existing companies who wish to grow, and also to meet the requirements of companies who wish to move into the Northampton area. Further allocation for the strategic provision of employment land is therefore made within the plan to support the aims of growing, regenerating and diversifying the Northampton economy by ensuring a flexible supply of the right type and scale of sites remains available*. In addition to which sites of national importance such as Daventry International Rail Freight Terminal (DIRFT) and Silverstone Circuit have the potential to bring forward further jobs growth over the plan period to ~~*2026*~~ *2029* but which are related to a wider as well as local area for employment catchment. 5.~~38~~44 ~~*For the period 2016 to 2026*~~ *Throughout the plan period* jobs are likely to be created through renewal and regeneration of	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				existing employment areas for B use , and jobs growth in the office and non- B sector jobs (such as health within the central areas of Northampton and Daventry). In addition DIRFT Phase 2 extension ~~*will*~~ *has* commence*d* delivery of jobs (approximately 2,000) ~~*as will*~~ *and* Silverstone Circuit (approximately 2,500 jobs) *is expected to commence soon*. It is anticipated that the first five years of the plan ~~*from adoption*~~ (~~*2010*~~ *2011* to 2016) will ~~*still be in a recessionary mode but leading in to*~~ *be moving from* economic recovery *mode to a period of stronger growth*. Housing provision *is* ~~*likely to be subdued*~~ *expected to recover* in this period and therefore jobs growth will similarly be ~~*suppressed*~~ *required*. *The provision of new commercial floorspace through the new allocation at Northampton Junction 16, in addition to the existing pipeline of sites, will support this growth."*	
MM 11	38	Policy S7	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend Policy S7 as follows: **"PROVISION WILL BE MADE FOR A MINIMUM NET INCREASE OF *28,500* ~~*19,000*~~ ~~16,000~~ JOBS IN THE PERIOD ~~2010~~ 2008 - ~~*2026*~~ *2029* IN ORDER TO MAINTAIN A BROAD BALANCE ~~OVER TIME~~ BETWEEN HOMES AND JOBS AND TO MAINTAIN A DIVERSE ECONOMIC BASE."**	To accommodate the objectively assessed jobs need to 2029.
MM 12	38	Paragraph 5.45	Revised wording agreed with the University of Northampton (Joint Position Statement J10)	Insert the following text at the end of Paragraph 5.45: *"The Northampton Central Area Action Plan (2013) sets out development principles for key sites in the Enterprise Zone including the Avon/ Nunn Mills site. The University of Northampton facilities are currently located outside the central area of Northampton. However the University is considering a re-location to Waterside (Avon/ Nunn Mills) to create a better relationship with the town centre and Enterprise Zone.*	To acknowledge the University of Northampton's aspirations to move to Northampton Central Area, as identified in the Northampton Central Area Action

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				Policy 28 of the NCAAP sets out the land uses that are acceptable at Avon/ Nunn Mills and the approach to this potential relocation. In view of the economic and cultural importance of the University of Northampton and the attractiveness of the site in terms of its waterside location, mature landscaping and excellent pedestrian links to the town centre, educational use would be acceptable in principle on part of the Avon/ Nunn Mills development, with replacement housing provision being made on the University's existing estate."	Plan.
MM 13	39	New Paragraphs following Paragraph 5.50	Modifications proposed as a consequence of the further work requested by the Inspector.	Insert the following new paragraphs after Paragraph 5.50 (renumber the subsequent paragraphs): "***Strategic Locations for Employment Growth*** *The Joint Core Strategy actively seeks to promote and identify additional locations for employment growth where it can be demonstrated these will support and complement the vision of providing economic prosperity across West Northamptonshire. An appropriate scale for considering such locations is taken to be 40 hectares (ha) gross site area, to reflect that these should be strategic in nature in terms of being able to provide opportunities for employment growth for a large part of the plan period. Provision at this scale is also capable of being comprehensively planned for, including mitigating effects as a result of development and delivering infrastructure requirements. Strategic growth locations are also more capable of monitoring and review over the plan period to ensure they are continuing to contribute to the objectives of the Strategy.* *Support for the growth of employment at Silverstone Circuit and the Daventry International Rail Freight Terminal, along with the objectives*	To accommodate the objectively assessed jobs need to 2029.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				of the SEMLEP Northampton Waterside Enterprise Zone, is included within the plan on this basis. *Allocations of employment land within the Joint Core Strategy below the 40 ha strategic threshold are restricted to provision at Sustainable Urban Extensions, where they seek to meet the economic needs of new communities on mixed-use schemes at an appropriate scale. Allocations at a scale of below 40 ha should be considered positively during the preparation of Part 2 Local Plans where they comply with the objectives of this plan alongside fulfilling local priorities and considerations.* *An allocation of 42 ha of employment land is identified at Junction 16 M1 Northampton, which supports and complements the vision of providing economic prosperity across West Northamptonshire. This makes provision for key areas of strength in the local economy so that these may continue to grow - offering new and enhanced job opportunities as a result and achieving concentration of growth at Northampton. The allocation will seek to maximise the advantages of the site in terms of its strategic connections and location whilst complementing objectives of regenerating Northampton Town Centre and continuing to make best use of existing employment areas and remaining allocations."*	
MM 14	39	Policy S8	Modifications proposed as a consequence of the further work requested by the Inspector.	Insert a new bullet point at the end of the first paragraph of Policy S8 as follows: • ***"THE ALLOCATION OF A STRATEGIC EMPLOYMENT SITE (42 HA) AT NORTHAMPTON M1 JUNCTION 16;"*** Insert a new third bullet point in the second paragraph of Policy S8 as	To accommodate the objectively assessed jobs need to 2029.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				follows: • ***"SUPPORTING THE GROWTH OF THE DAVENTRY INTERNATIONAL RAIL FREIGHT TERMINAL AS SET OUT IN POLICY E4; AND"***	
MM 15	40	Paragraphs 5.53 and 5.55	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend paragraphs 5.53 and 5.55 as follows: "5.~~47~~53 The jobs growth in the manufacturing sector is in decline, however this does not necessarily mean that less land is required for this sector. Some elements of manufacturing related to the high performance technologies sector are growing ~~the sector continues to manufacture~~ but often with ~~a lower number of~~ fewer employees due to successful use of technology. Land requirements remain and may even require expansion. The land reservoir of existing and available employment land across the West Northamptonshire area will accommodate the needs of this sector over the plan period *primarily* through the 'churn' (re-use, redevelopment and renewal) of employment land and development. *Additional support for demand within this sector will be provided within the strategic employment allocation at Northampton M1 Junction 16 and as part of the Technology Realm framework."* "5.~~49~~55 West Northamptonshire already has a large supply of warehouse development with planning consent in the pipeline including Swan Valley, Bedford Road (Former Cattle Market), and DIRFT. ~~*No new warehousing sites are allocated in the JCS, and T*~~*the majority of* any new warehousing will be accommodated on existing employment sites through the employment land supply pipeline and churn of employment land. *The allocation of a strategic employment site at Northampton M1 Junction 16 provides further support for demand in this sector in a sustainable manner consistent*	To accommodate the objectively assessed jobs need to 2029, including the proposed allocation of a strategic employment site at Northampton M1 Junction 16.

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				with the economic strategy within the plan as a whole. New large warehousing developments (in excess of 40,000 sqm) will normally be expected to be provided for at DIRFT, except as provided for in Policy E8."	
MM 16	41	Paragraph 5.56	Discussed at the Examination Hearing Session 5.	Amend new Paragraph 5.56 as follows: "DIRFT is a logistics site of national importance and is covered in the Economic Advantage Section 8 of this JCS under Policy E4. *DIRFT gains access to the rail network via the "slow" lines on the Northampton Loop Line. The West Coast Main Line fast lines that pass through West Northamptonshire are used by 125 mph passenger services while most freight traffic uses the slow lines via the Northampton Loop. It is essentially a matter of national policy that determines access onto the national rail network. It is expected that access onto the fast lines will remain challenging even after High Speed 2. Consequently, it is considered that new rail freight interchanges in West Northamptonshire, in addition to DIRFT, would not be deliverable within this plan period. The local authorities in West Northamptonshire will continue to work with Network Rail and the freight industry to consider and support further sustainable opportunities for rail freight interchanges in the longer term once the opportunities for additional access onto the rail network to support viable rail freight interchanges are confirmed."*	To clarify the policy in West Northamptonshire for additional rail freight interchanges.
MM 17	41	Paragraph 5.60	Revised wording agreed with the University of Northampton (Joint Position Statement J10).	Add an additional sentence, after the existing second sentence as follows to Paragraph 5.60: "Non B Class jobs include those jobs in health care, retail, leisure, tourism, sport, education, and cultural development. The non B jobs sector has grown in West Northamptonshire and the focus on town centres to provide more retail and service development to cater for the	To acknowledge the University of Northampton's aspirations to move to Northampton Central Area, as identified in the Northampton

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				growing population will see this sector grow further. *The University of Northampton will continue to invest in the central area of Northampton creating a better relationship between education, the town centre and jobs*. In addition the tourism and leisure industries are important to both the rural and urban economies."	Central Area Action Plan.
MM 18	44	Paragraphs 5.63, 5.64, 5.65, 5.73 and Policy S9	Revised wording as agreed at the Examination Hearing Session 2.	Amend Policy S9 and supporting paragraphs (and renumber subsequent paragraphs) as follows: 5.~~57~~63 Policies within the JCS direct the retail requirement to be accommodated at the most appropriate centres. Policy N2 in the Northampton Section of this JCS, Section 12, sets out the retail floorspace requirement to be accommodated firstly in Northampton *Primary Shopping Area* ~~*town centre*~~ and then within the *Town Centre* ~~*Central Area*~~. The Northampton Central Area Action Plan (NCAAP) identifies available, achievable and deliverable sites to accommodate ~~45,000sqm net of~~ comparison (non-food) retail development to meet identified future floorspace capacity, first within the *Primary Shopping Area of the* town centre through the Grosvenor Centre redevelopment, a key investment in the town centre Primary Shopping Area. ~~*boundary and followed by identified edge of town centre sites in accordance with a sequential approach set out in Policy S9 below.*~~ 5.6~~0~~4 Policy S9 ~~*also*~~ applies an impact assessment for retail development. The lower threshold for impact assessment for retail proposals outside the ~~Northampton~~ town centres *and Northampton Primary Shopping Area* is a reflection of the need to ensure town centre development is not put at risk by out of town centre/ *Northampton Primary Shopping Area* development. This is critical to rebalance the retail position in Northampton from dispersed to town centre focused and to protect the smaller town centres of Daventry,	To reflect and be in conformity with the National Planning Policy Framework.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				Towcester and Brackley. 5.6~~1~~5 For Northampton's convenience (food) retailing there is a requirement for a more significant convenience retailing presence within the *Primary Shopping Area,* ~~*town centre*~~ together with a spread of convenience retailing provision within the urban area associated with new areas of housing growth. Specific Sustainable Urban Extension (SUE) policies give a requirement for local centre provision and ~~a quantum of~~ convenience retailing ~~floorspace~~ to be provided in each SUE. *5.73 Reference in Policy S9 to the 'appropriate' town centre (or in the case of Northampton the Primary Shopping Area) refers to the appropriate catchment area of the proposal. For example, a proposal for retail floorspace associated with Daventry would not be expected to default to Towcester town centre or Northampton Primary Shopping Area under the sequential approach if no suitable sites were available in Daventry Town Centre."* **"POLICY S9 - DISTRIBUTION OF RETAIL DEVELOPMENT** **RETAIL FLOORSPACE ~~WILL~~ SHOULD BE ACCOMMODATED FIRSTLY WITHIN THE *APPROPRIATE* TOWN CENTRES, *EXCEPT FOR NORTHAMPTON TOWN CENTRE WHERE IT SHOULD BE FIRSTLY LOCATED IN THE PRIMARY SHOPPING AREA AND THEN OTHER TOWN CENTRE LOCATIONS.*** **~~THEREAFTER UNLESS IDENTIFIED BY FLOORSPACE IN SUSTAINABLE URBAN EXTENSIONS~~ PROPOSALS FOR NEW RETAIL DEVELOPMENT ~~FOR WHICH THERE IS AN IDENTIFIED NEED AND~~ WHICH CANNOT BE**	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				ACCOMMODATED WITHIN THE TOWN CENTRES WILL BE~~:~~ SUBJECT TO THE SEQUENTIAL APPROACH WHERE FIRST PREFERENCE IS GIVEN TO WELL CONNECTED EDGE OF TOWN CENTRE SITES, *AND* THEN *SITES WITHIN* DISTRICT/LOCAL CENTRES *(WHERE OF AN APPROPRIATE SCALE)* ~~*WITH PREFERENCE GIVEN TO THOSE THAT ARE WELL SERVED BY LOCAL TRANSPORT*~~. ONLY IF SEQUENTIALLY PREFERABLE SITES ARE NOT *SUITABLE AND* AVAILABLE SHOULD OUT OF CENTRE SITES BE CONSIDERED.~~; AND~~ *PROPOSALS FOR RETAIL DEVELOPMENT OUTSIDE THE PRIMARY SHOPPING AREA OF NORTHAMPTON OR OUTSIDE OTHER IDENTIFIED CENTRES WILL BE* SUBJECT TO IMPACT ASSESSMENT FOR ~~*PROPOSALS*~~ *FLOORSPACE* OVER 1,000SQ M GROSS IN ORDER TO DEMONSTRATE THAT THEY DO NOT HAVE A~~*N*~~ *SIGNIFICANT* ADVERSE IMPACT ON THE VITALITY AND VIABILITY OF THE *PRIMARY SHOPPING AREA OR* ~~*IDENTIFIED*~~ ~~TOWN~~ CENTRE*S WITHIN THE CATCHMENT AREA OF THE PROPOSAL*.”	
MM 19	47	Policy S10	Revised wording agreed with English Heritage (Joint Position Statement J7).	Amend the ninth bullet point of Policy S10 as follows: “**PROTECT, CONSERVE AND ENHANCE *THE* NATURAL AND BUILT ENVIRONMENT AND HERITAGE ASSETS *AND THEIR SETTINGS*;**”	To reflect the National Planning Policy Framework and the importance of the setting of a historic asset.

Section 5.0 – Spatial Strategy and Key Diagram

Proposed Modification to amend Table 1 in the Amount of Housing Required part of Section 5: Spatial Strategy and Key Diagram (see Proposed Modification MM4 above)

Table 1 - ~~*Housing Requirement 2001-2026 (Rounded)*~~ *Objectively Assessed Housing Need - By District*

Borough/ District	Total Housing Requirement 2001-~~*2026*~~ *2029*	Completions 2001-2006	Completions 2006-2011 ~~2010~~	~~*Outstanding Planning Permissions and Approvals in Principle at 1 April 2011 2010*~~	Remaining Requirement 2011 ~~2010~~-~~*2026*~~ *2029*
Daventry District	~~*11,900*~~ ~~11,880~~ *9839*	~~*1,720*~~ *1,725*	1,130 ~~970~~	~~*1,770*~~ ~~1,830~~	~~*7,280*~~ ~~7,360~~ *6984*
Northampton Borough	~~*26,200*~~ ~~26,220~~ *35,108*	~~*5,180*~~ *5,175*	~~*4170*~~ ~~3,850~~ 4,175	~~*9,380*~~ ~~9,190~~	~~*7,470*~~ ~~8,000~~ *25,758*
South Northamptonshire District	~~*12,050*~~ *13,183*	~~*2,980*~~ *2,975*	~~*1,190*~~ ~~980~~ *1,190*	~~*2,820*~~ ~~2,080~~	~~*5,060*~~ ~~6,010~~ *9,018*
Total	~~***50,150***~~ ***58,130***	~~***9,880***~~ ***9,875***	~~***6,490***~~ ~~**5,800**~~ ***6,495***	~~***13,970***~~ ~~**13,100**~~	~~***19,810***~~ ~~**21,370**~~ ***41,760***

Section 5.0 – Spatial Strategy and Key Diagram

Proposed Modification to insert a new Table 2 in the Amount of Housing Required part of Section 5: Spatial Strategy and Key Diagram (see Proposed Modification MM4 above)

Table 2: Objectively Assessed Housing Need - By Plan Area

	Total Housing Requirement 2001-2029	***Completions 2001-2006***	***Completions 2006-2011***	***Remaining requirement 2011-2029***
Daventry District (excluding NRDA)	*9,839*	*1,725*	*1,130*	*6,984*
Northampton Related Development Area	*39,241*	*6,550*	*4,233*	*28,458*
South Northamptonshire Council (excluding NRDA)	*9,050*	*1,602*	*1,130*	*6,318*
Total	***58,130***	***9,877***	***6,493***	***41,760***

Section 5.0 – Spatial Strategy and Key Diagram

Proposed Modification to insert a new Table 3 in the Amount of Housing Required part of Section 5: Spatial Strategy and Key Diagram (see Proposed Modification MM4 above)

Table 3: Proposed Housing delivery - By Plan Area

	Total Housing Delivery 2001-2029	***Completions 2001-2006***	***Completions 2006-2011***	***Remaining delivery planned 2011-2029***
Daventry District (excluding NRDA)	*9,839*	*1,725*	*1,130*	*6,984*
Northampton Related Development Area	*39,256*	*6,550*	*4,233*	*28,473*
South Northamptonshire Council (excluding NRDA)	*9,905*	*1,602*	*1,130*	*7,173*
Total	***59,000***	***9,877***	***6,493***	***42,630***

Section 5.0 – Spatial Strategy and Key Diagram

Proposed Modification to insert a new Table 4 in the Amount of Housing Required part of Section 5: Spatial Strategy and Key Diagram (see Proposed Modification MM4 above)

Table 4: Proposed housing delivery (breakdown)

Plan Area	***Total Housing Need 2001-2029***	***Completions 2001-2011***	***Completions since 2011, Development Pipeline, Urban Capacity and Rural Allowance***	***Sustainable Urban Extensions***	***Total Housing Provision Identified***
Daventry (exc NRDA)	*9,839*	*2,855*	*4,385*	*2,600*	*9,840*
Northampton Related Development Area	*39,241*	*10,783*	*11,623*	*16,850*	*39,256*
South Northamptonshire (Exc NRDA)	*9,050*	*2,732*	*3,263*	*3,910*	*9,905*

Section 5.0 – Spatial Strategy and Key Diagram

Proposed Modification to delete the existing table in Policy S3 in Section 5: Spatial Strategy and Key Diagram (see Proposed Modification MM 5 above)

~~DISTRICT / BOROUGH~~	~~SETTLEMENT/ ARE A~~	~~NET ADDITIONAL HOUSING REQUIREME NT 2001- 2026~~	~~OF WHICH HOUSING COMPLETIO NS 2001-2010~~

~~DAVENTRY~~

~~TOWNS~~	~~DAVENTRY~~	~~5,330~~ ~~5,820~~	~~1,405~~ ~~1,310~~
~~RURAL AREAS~~	~~DAVENTRY RURAL~~	~~2,800~~ ~~2,310~~	~~1,445~~ ~~1,380~~
~~NORTHAMPTON RELATED DEVELOPMENT~~	~~NORTHAMPTON~~	~~3,750~~	~~-~~
~~DAVENTRY TOTAL~~		~~11,900*~~ ~~11,800~~	~~2,850~~ ~~2,690~~

~~NORTHAMPTON~~

~~TOWNS~~	~~NORTHAMPTON~~	~~26,200~~ ~~26,220~~	~~9,350~~ ~~9,030~~

Section 5.0 – Spatial Strategy and Key Diagram

~~NORTHAMPTON TOTAL~~		~~26,200 26.220~~	~~9,350 9,030~~

~~SOUTH NORTHAMPTONSHIRE~~

~~TOWNS~~	~~BRACKLEY~~	~~2,510 2,460~~	~~430 420~~
	~~TOWCESTER~~	~~2,225 2,260~~	~~490~~
~~SOUTH NORTHANTS RURAL AREAS~~	~~SOUTH NORTHANTS~~	~~3,605 3,620~~	~~1,815 1,630~~
~~NORTHAMPTON RELATED DEVELOPMENT~~	~~NORTHAMPTON~~	~~3,715 3,710~~	~~1,435 1,430~~
~~SOUTH NORTHANTS TOTAL~~		~~12,050*~~	~~4,170 3,960~~

~~WEST NORTHAMPTONSHIRE~~

~~WEST NORTHANTS TOTAL~~		~~50,150~~	~~16,370 15,680~~

~~* Difference due to rounding~~

Section 5.0 – Spatial Strategy and Key Diagram

Proposed Modification to include Tables S6A and S6B in a new Paragraph between Paragraphs (5.31 and 5.32 of Section 5: Spatial Strategy and Key Diagram (see Proposed Modification MM9 above)

Table S6A - District Totals

District	*2011-2013*	*2013-2018*	*2018-2023*	*2023-2029*
Daventry	*243*	*3117*	*4815*	*4560*
Northampton	*939*	*5674*	*7256*	*5004*
South Northamptonshire *NEED Target*	*530*	*2267*	*3340*	*4031*
South Northamptonshire *DELIVERY Target*	*530*	*2484*	*3818*	*4191*
Total (NEED)	*1712*	*11058*	*15411*	*13595*
Total (DELIVERY)	*1712*	*11275*	*15889*	*13755*

Section 5.0 – Spatial Strategy and Key Diagram

Table S6B - Northampton Related Development Area (NRDA)

Plan Area	*2011-2013*	*2013-2018*	*2018-2023*	*2023-2029*
Daventry (exc NRDA)	*243*	*2102*	*2540*	*2100*
NRDA	*939*	*7029*	*11116*	*9389*
South Northamptonshire (Exc NRDA) *NEED Target*	*530*	*1927*	*1755*	*2106*
South Northamptonshire (Exc NRDA) *DELIVERY Target*	*530*	*2144*	*2233*	*2266*
Total (NEED)	*1712*	*11058*	*15411*	*13595*
Total (DELIVERY)	*1712*	*11275*	*15889*	*13755*

Section 6.0 – Connections

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 20	58	Paragraph 6.20	Revised wording agreed with the Highways Agency (Joint Position Statement 9) and a factual update.	Amend the first part of Paragraph 6.20 as follows: "In order to ensure that the road network remains efficient and can serve the strategic demand, it will be important to make improvements to carefully manage more local movements (see Area Connections) to enhance capacity. At the strategic level the Government has plans to introduce Managed Motorways including Hard Shoulder Running on a number of sections of the national Motorway network. This ~~*has included*~~ *includes* the M1 between ~~*J14*~~ *J13* and J19 ~~*and, although this scheme is not*~~ currently *expected to* ~~*programmed, it may*~~ come forward during the plan period. In the case of the A45 and A43 trunk roads in the area, the Highways Agency are proposing to ~~implement~~ secure the implementation of traffic management measures and related junction modifications in conjunction with development coming forward in these corridors. *A43 junction improvements are required to enable housing and employment growth including at Towcester, Silverstone and Brackley in South Northamptonshire*."	Factual update and to enhance the soundness and clarity of the plan in the light of changes to the funding stream.
MM 21	63	Paragraph 6.31	Factual update.	Insert a new Paragraph 6.31 as follows and renumber the existing Paragraph 6.31 as Paragraph 6.32: *"6.31 The Secretary of State for Transport has made Safeguarding Directions on development affecting the route and associated works for the HS2 rail project: London – West Midlands. These Directions came into force on 9 July 2013. These Directions are not proposals of this Joint Core Strategy. The routes in question will not be determined through the development plan process. They will be considered in Parliament under Hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by*	Factual update.

Section 6.0 – Connections

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				the scheme. The West Northamptonshire Proposals Map (see Figure 5) shows the safeguarded area in West Northamptonshire that is covered by the Safeguarding Directions."	

Section 7.0 – Regenerating and Developing Communities

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 22	72	Policy RC2	Correction to add Northampton Related Development Area Local Plan to the list of Local Plans in Policy RC2.	The last paragraph of Policy RC2 should read as follows: **"FINANCIAL CONTRIBUTIONS TOWARDS THE PROVISION OR ENHANCEMENT OF, EXISTING COMMUNITY FACILITIES WILL NEED TO BE PROVIDED BY NEW DEVELOPMENT. THE EXACT NATURE OF THE PROVISION AND TIMING WILL BE SET OUT WITHIN THE ~~DEVELOPMENT MANAGEMENT AND SITE ALLOCATION DPD'S~~ DAVENTRY DISTRICT SETTLEMENTS AND COUNTRYSIDE LOCAL PLAN, *~~AND~~* SOUTH NORTHAMPTONSHIRE SETTLEMENTS AND COUNTRYSIDE LOCAL PLAN *AND NORTHAMPTON RELATED DEVELOPMENT AREA ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES LOCAL PLAN* AND SUPPORTED BY THE DEVELOPER CONTRIBUTIONS SPD."**	Factual correction.

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 23	73	Paragraph 8.5	As agreed at the Examination Hearing Session 5.	Amend Paragraph 8.5 as follows: "The plan area already has a considerable amount of employment floorspace in the planning pipeline in sustainable locations already consented through planning applications. Many existing employment sites are undergoing redevelopment to modern standards and are making efficient use of previously developed land, for example Royal Oak industrial estate in Daventry. Much of West Northamptonshire's employment is provided on large purpose built estates with corresponding infrastructure, often badly suited to non-employment uses. Losses of employment land in West Northamptonshire for the last five years have been low. Where it can be shown that vacant employment land is no longer viable, a mix of employment uses including, ~~*exceptionally*~~, Non-B *employment generating* ~~*class employment*~~ uses (as mentioned in WNELS) may be considered where shown to be essential to viability and *appropriate – including* compliant with the sequential tests in Policy E2 *(offices) and Policy S9 (retail) where relevant*. ~~*While employment land will be protected WNELS does not require B class employment land to be protected for Strategic B8 use given the amount available over the plan period, comparitively low jobs densities, sustainability impacts, and the need for a balanced economy. WNELS does require the protection of small B8 uses in order to provide necessary support for other employment uses. Non Strategic B8 use typically has higher job densities of 1 worker per 50 sqm or better and will be protected.*~~"	To provide greater flexibility in the range of employment generating uses that can be considered within the existing employment areas.
MM 24	73	Policy E1	As agreed at the Examination	Amend Policy E1 as follows:	To provide greater flexibility in the range

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
			Hearing Session 5.	**"*TO HELP SUPPORT A VIBRANT, SUCCESSFUL AND DEVELOPING LOCAL ECONOMY* EXISTING AND ALLOCATED EMPLOYMENT SITES AND INDUSTRIAL ESTATES ACROSS WEST NORTHAMPTONSHIRE WILL BE RETAINED FOR USES WITHIN USE CLASSES B1,B2, ~~*AND NON STRATEGIC*~~ B8 *AND APPROPRIATE NON-B EMPLOYMENT GENERATING USES.*** **CHANGE OF USE TO OTHER *(NON EMPLOYMENT GENERATING)* USES WILL BE RESISTED UNLESS IT CAN BE DEMONSTRATED THAT THE SITE IS NO LONGER ECONOMICALLY VIABLE FOR EMPLOYMENT PURPOSES IN THE LONG TERM, THERE IS A CLEAR CONFLICT WITH ADJOINING USES, OR ITS RELEASE WOULD OFFER SIGNIFICANT BENEFITS TO THE LOCAL AREA.** **NEW COMMERCIAL FLOORSPACE AT THE RURAL SERVICE CENTRES OF TOWCESTER AND BRACKLEY AND OTHER SMALLER SETTLEMENTS WILL BE OF A SCALE THAT IS COMMENSURATE WITH THEIR FUNCTION.** ***DETAILED IMPLEMENTATION OF THIS POLICY WILL BE THROUGH THE PART 2 LOCAL PLANS.*"**	of employment generating uses that can be considered within the existing employment areas and to clarify the implementation of the policy.
MM 25	74	Policy E2	As agreed at the Examination Hearing Session 5.	Amend Policy E2 as follows: **"*NORTHAMPTON*** **MAJOR OFFICE DEVELOPMENT *(1000 SQ M GROSS OR MORE)* WILL BE LOCATED IN NORTHAMPTON FOLLOWING A SEQUENTIAL APPROACH COMPRISING:**	To clarify the policy and improve its implementation.

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				• ***SITES ALLOCATED IN THE NORTHAMPTON CENTRAL AREA ACTION PLAN; AND*** • **WITHIN THE TOWN CENTRE BOUNDARY; THEN** • **EDGE OF TOWN CENTRE; FOLLOWED BY** • **OTHER SUITABLE OFFICE SITES AS ALLOCATED IN THE NORTHAMPTON ~~*CENTRAL AREA ACTION*~~ *RELATED DEVELOPMENT AREA LOCAL* PLAN *PART 2.*** ***DAVENTRY*** **~~*OTHER MAJOR*~~ OFFICE DEVELOPMENT WILL BE LOCATED IN DAVENTRY CENTRAL AREA. *DEVELOPMENT OF OFFICE FLOORSPACE WITHIN THE CENTRAL AREA IN EXCESS OF 500 SQ M WILL BE ACCEPTABLE WHERE IT IS DEMONSTRATED THAT THERE WILL BE NO UNACCEPTABLE ADVERSE IMPACT ON THE REGENERATION OF OTHER CENTRES.*** ***BRACKLEY AND TOWCESTER*** **NEW OFFICE FLOORSPACE *UP TO 500 SQ M GROSS WILL BE LOCATED* AT THE RURAL SERVICE CENTRES OF BRACKLEY AND TOWCESTER ~~*AND OTHER SMALLER SETTLEMENTS WILL BE OF A SCALE THAT IS COMMENSURATE WITH THEIR FUNCTION.*~~** ***OTHER SMALLER SETTLEMENTS*** ***THE SCALE OF OFFICE DEVELOPMENT IN OTHER SMALLER SETTLEMENTS WILL BE COMMENSURATE WITH THEIR***	

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				***FUNCTION.*"**	
MM 26	81	New Policy E8	Modifications proposed as a consequence of the further work requested by the Inspector.	Insert a New Policy E8 and reasoned justification as follows: ***"Northampton Junction 16 Strategic Employment Site*** *8.38 Recent historic evidence, at least until prior to the economic downturn, shows that between 1996 and 2008 208 ha of employment land was developed within the Northampton Related Development Area[5]. Development over this period saw a range of companies, many of whom already have connections with West Northamptonshire, grow and expand by utilising the strategic advantages of the location. This has seen the profile of the area increase as a location for strategic distribution activities as it meets the spatial and technical requirements of modern, high-quality manufacturing processes such as those undertaken by Cosworth engines.* *8.39 The West Northamptonshire Employment Land Study (2012 Review) demonstrates the substantial floorspace available within the plan area over the plan period to support the economic objectives of the JCS. This will be maximised not simply by repeating past trends or supporting unconstrained demand in any one sector. Space remains available at recent employment growth locations including Pineham and Swan Valley. Nevertheless, the range and size of sites currently available will not be sufficient to give scope for the continued growth of existing occupiers or opportunities to expand growing*	Modifications proposed as a consequence of the further work requested by the Inspector.

[5] Northampton Borough Council Industrial and Commercial Employment Land Development Monitoring Report: 1st April 2007 – 31st March 2008

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				sectors to levels that would complement the economic strategy as a whole. *8.40 A strategic allocation for additional employment land is identified at a location adjacent to the East of Junction 16 of the M1 Motorway. The total area of the site covers 42 ha (gross) south of the A4500. The allocated site is located within South Northamptonshire District, approximately 7km from Northampton Town Centre within a location recognised as being of high-medium landscape sensitivity. The area is presently in agricultural use and is open countryside.* *8.41 The scale of the allocation represents a level of provision that compliments the economic objectives for the plan as a whole. Development associated with maximising the economic advantages of Northampton is proposed in a manner that simultaneously reflects the direction of large scale strategic distribution activities towards DIRFT. This will be achieved by means of a size restriction within the policy as permission for units over 40,000 sq m will not be granted. This allocation is provided specifically to meet the needs of existing companies within Northampton where there are insufficient sites of adequate size to meet their needs. Within the plan support for larger units is provided at DIRFT, so unless justified by exceptional circumstances other occupiers requiring development of over 40,000 sq m and with no existing connection to the area will be directed towards that location.* *8.42 The scale and extent of B8 (Storage or Distribution) uses will be carefully controlled. This site is specifically allocated to*	

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				meet the needs of Northampton, and is not intended to provide a strategic distribution park. Overall, B8 uses should be no more than 50% of the total floorspace on the site, subject to the provision for the relocation of existing Northampton based employers. This is in recognition of the provision that has been made for large scale storage and distribution in more appropriate locations within the plan area, particularly at DIRFT. This provision also intends to ensure that floorspace remains available for B2 manufacturing occupiers to continue to build on the strategic advantages for this sector within the local economy. Any B1(a) office provision will be restricted to no individual unit exceeding 1,000 sq m as new office development should concentrate at Northampton Town Centre. *8.43 The allocation makes provision for development of 42 ha (gross) within the plan period 2011-2029 shown on Inset Map 18. Provision is made for development of a mix of B2 and B8 uses; a minimum 2 ha lorry parking facility; and associated facilities; alongside necessary landscaping and infrastructure provision within the site.* *8.45 The allocation in this area seeks to capture the benefits of this location but will ensure that impacts on the environment and infrastructure are mitigated and where possible result in a net gain as a result of development.* *8.46 Development proposals will have regard to the key features of the location. The River Nene corridor towards the south-east is associated with a small area of flood risk as well as being of significance in terms of green infrastructure and ecological*	

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				assets within the immediate and wider area. Ensuring the provision of structural greenspace within this area as a minimum would provide a basis for mitigating any impacts, as well as ensuring the developed area is free from flood risk. *8.47 Mitigation to the strategic and local road network will be required and the site will be expected to make a financial contribution to these mitigation measures as well as providing any land required. The A4500 corridor will be a focus for improvements to walking, cycling and public transport connections, reflecting its importance as route into Northampton. Connections with the town of Daventry will also be enhanced as a consequence of development. This will be delivered in addition to improving other walking and cycling connections within the site and its surrounding area as a result of the development. Delivery of the lorry park and its associated accommodation facilities within the allocation represents an opportunity to fulfil the objective of relieving congestion within the main urban area and removing such traffic from less sustainable journeys on the local road network. Delivery will be expected early within the allocated phase of development.* *8.48 Policy E8 below sets out the framework for development of this site. A comprehensive development brief will be required to support preparation of a detailed masterplan to address such matters as the scale, design and height of buildings to minimise and mitigate impacts on the landscape of the area.* *8.49 The relevant Councils in West Northamptonshire, working with*	

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				other partners and the development sector, will where necessary utilise the powers of compulsory acquisition to secure the implementation of this development." ***"POLICY E8 – NORTHAMPTON JUNCTION 16 STRATEGIC EMPLOYMENT SITE*** ***THE BOUNDARY OF THE NORTHAMPTON JUNCTION 16 STRATEGIC EMPLOYMENT SITE IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT CONSTITUTES MAJOR DEVELOPMENT AS SPECIFIED IN POLICY S11, AND AS A MINIMUM WILL BE EXPECTED TO COMPLY WITH THE REQUIREMENTS SET OUT IN POLICIES S10 AND S11.*** ***THE DEVELOPMENT WILL MAKE PROVISION FOR B1, B2 AND B8 USES AND IS SUBJECT TO THE FOLLOWING CRITERIA:*** • ***THE SITE WILL BE 42 HA GROSS;*** • ***A MINIMUM 2 HA SECURE LORRY PARK;*** • ***ANCILLARY FACILITIES WITH THE LORRY PARK;*** • ***PROPOSALS FOR A B1(A) OFFICE USE SHALL NOT EXCEED 1,000 SQ M;*** • ***THE MAXIMUM SIZE OF ANY UNIT WILL BE 40,000 SQ M GROSS ;*** • ***NECESSARY HIGHWAYS WORKS TO MITIGATE THE***	

Section 8.0 – Economic Advantage

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				IMPACT OF THE DEVELOPMENT, INCLUDING PROVISION OF JUNCTION 16 IMPROVEMENTS AND A FINANCIAL CONTRIBUTION TO THE DAVENTRY DEVELOPMENT LINK ROAD; • ***AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES, INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO ADJOINING NEIGHBOURHOODS AND THE TOWN CENTRE;*** • ***STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS INDICATED ON THE PROPOSALS MAP (FIGURE 5);*** • ***ARCHAEOLOGICAL AND ECOLOGICAL ASSESSMENT OF THE SITE AND REQUIRED MITIGATION; AND*** • ***FLOOD RISK MANAGEMENT, INCLUDING SURFACE WATER MANAGEMENT AND FROM ALL OTHER SOURCES*** ***NECESSARY INFRASTRUCTURE MUST BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT.*** ***DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN."***	

Section 9.0 – Housing

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 27	82	Paragraph 9.4 and Table 4	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend the first two sentences of paragraph 9.4 as follows and delete the existing Table 4 and replace with a new Table 4 (see table on Page 63 of this schedule): "A Strategic Housing Market Assessment (SHMA) was undertaken for West Northamptonshire based on the housing requirement set out in the East Midlands Regional Plan. The findings of the SHMA have been reassessed *to take account of the revised household projections arising from the most recent objective assessment of housing needs and the extended plan period to 2029.* ~~*in the light of the Joint Core Strategy's planned housing delivery of 50,150 additional homes for the period 2001-2026 and have been updated to reflect the 2008 based household projections*~~."	To reflect the conclusions of the West Northamptonshire Strategic Housing Market Assessment Update.
MM 28	84	Paragraph 9.12	As agreed at the Examination Hearing Session 4.	Insert the following text at the end of Paragraph 9.12: "*The JCS seeks to meet the range of housing needs which exist in our communities. Some groups such as older people or those with disabilities may require specialised housing. These vary from traditional nursing homes to schemes which support independent living, but also offer care packages. The Sustainable Urban Extensions, in particular, are of a scale which provides the scope to meet the full range of needs which exist.*"	To incorporate the provisions of Policy H4 which it is proposed to delete.
MM 29	84	Policy H1	As agreed at the Examination Hearing Session 4.	Amend the first paragraph of Policy H1 as follows: **"ACROSS WEST NORTHAMPTONSHIRE NEW HOUSING DEVELOPMENT WILL PROVIDE *FOR* A MIX OF HOUSE TYPES, SIZES AND TENURES TO CATER FOR DIFFERENT ACCOMMODATION NEEDS~~.~~, *INCLUDING THE NEEDS OF OLDER PEOPLE AND VULNERABLE GROUPS.*"**	To incorporate the provisions of Policy H4 which it is proposed to delete.

Section 9.0 – Housing

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 30	86	New Paragraph 9.18	As agreed at the Examination Hearing Session 4.	Add a new Paragraph 9.18 after Paragraph 9.17 as follows (and renumber subsequent paragraphs): "*For the avoidance of doubt all schemes which provide self-contained units, including sheltered and assisted living housing schemes, are expected to provide affordable accommodation in accordance with Policy H2. Where on site provision is not practicable then an off-site contribution of equivalent value will be acceptable.*"	To incorporate the provisions of Policy H4 which it is proposed to delete.
MM 31	89	Policy H4	As agreed at the Examination Hearing Session 4.	Delete Policy H4 and the supporting text at Paragraph 9.20.	To address concerns at the Examination Hearings regarding the effectiveness of the policy in terms of its practical implementation. It was agreed that the principal provisions of the policy could be incorporated into other Plan policies.
MM 32	90 - 91	Paragraphs 9.25 - 9.27, 9.29 and 9.31	Modifications proposed as a consequence of the completion of the West Northamptonshire Travellers	Amend Paragraphs 9.25 to 9.27,9.29 and 9.31 as follows (and renumber subsequent paragraphs): "9.2~~0~~5 *A Travellers Accommodation Needs Study (TANS)*[6] *has been undertaken to quantify the accommodation and housing related support needs of Gypsies and Travellers (including Travelling Showpeople) in West Northamptonshire for the period 2012/13 to*	To reflect the conclusions of the West Northamptonshire Travellers Accommodation Needs Study.

[6] RRR Consultancy Ltd (April 2013) *West Northamptonshire Travellers Accommodation Needs Study*

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
			Accommodation Needs Study.	*2032/33. The TANs is based on primary research undertaken in Daventry District and Northampton Borough and also incorporates the results of a separate accommodation needs study which covers South Northamptonshire.*[7] *The study concludes that there is an overall shortfall in West Northamptonshire over the next twenty years of 81 residential pitches and 3 emergency stopping places for Gypsies and Travellers and 2 plots for Travelling Showpeople.* ~~*The most recent sub-regional assessment of need is provided by the Northamptonshire Gypsy and Traveller Accommodation Assessment (GTAA)(2008)[1]. The GTAA identifies a need for 51 residential pitches, 10 transit pitches and 4 travelling showpeople plots for the period 2007-2017 in West Northamptonshire.*~~ A district/*settlement* breakdown of this requirement taken directly from the ~~GTAA~~ *TANS* is provided in Table 5 below. (See Table 5 on Page 64 below) *9.26 The TANS also provides evidence of when provision should made in order to meet the needs for permanent residential pitches that have been identified. Table 6 below indicates when provision is expected to be made during the plan period and should be used as an aid for monitoring. The provision of travelling showpeople plots and emergency stopping places is expected to take place by 2017.* (See Table 6 on Page 65 below) *9.27~~16~~Policy H7 below identifies pitch and plot targets based on the evidence of need provided in the TANS.* ~~*Specific sites*~~ *Site provision* to meet the needs specified in Policy H7 ~~*below*~~ will be *made through a combination of allocations* ~~*allocated*~~ in ~~*the West Northamptonshire Site Allocations Development Plan Document*~~ *the*	

[7] Arc[4] (January 2013) *Cherwell, West Oxfordshire and South Northamptonshire Gypsy and Traveller Housing Needs Assessment*

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				West Northamptonshire Gypsy, Travellers and Travelling Showpeople Allocations Local Plan and the development management process in accordance with the criteria set out in the policy below. The provision of small sites which are integral to and planned alongside the Sustainable Urban Extensions will be considered where they meet the criteria. These criteria should also be applied to the consideration of planning applications for sites to meet unexpected demand. 9.2~~2~~7 ~~*Since 2007 one residential pitch for gypsies and travellers, and two plots for travelling showpeople have been provided in Daventry District. This provision has been discounted from the requirements specified in Policy H7 below.*~~ 9.24~~9~~ Policy H7 does not seek to set a specific limit on the size of individual sites, as this would be an arbitrary approach. However, it is noted that government guidance[8] suggests that a maximum of 15 pitches is conducive with providing a comfortable environment which is easy to manage~~.~~*, whilst practical experience indicates up to six pitches containing one family group works well.* This reflects the preference of residents and site managers and larger sites should be avoided unless there is a clear need and preference expressed through local community consultation including with the gypsy and traveller community. ~~*9.26*~~*31* ~~*The GTAA for Northamptonshire only identifies pitch*~~	

[8] Communities and Local Government (2008) - Designing Gypsy and Traveller Sites: Good Practice Guide [back]

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				~~*requirements up to 2017. A joint Local Plan will be prepared which will review the need for accommodation in West Northamptonshire up to and beyond 2017 and identify sites to meet this need in accordance with national policy. Clearly it will be necessary to review and update the GTAA and any revised requirements beyond 2017 will need to be addressed through a future review of the JCS.*~~"	
MM 33	91	Policy H7	Modifications proposed as a consequence of the completion of the West Northamptonshire Travellers Accommodation Needs Study.	Amend the first part of Policy H7 as follows: **"THE FOLLOWING PROVISION WILL BE MADE FOR ACCOMMODATION OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE IN THE PERIOD UP TO 20~~*17*~~*29*:** • ~~***WITHIN***~~ **DAVENTRY DISTRICT :~~8~~ *20* RESIDENTIAL PITCHES, ~~*AND 3 TRANSIT PITCHES*~~; 1 EMERGENCY STOPPING PLACE AND 2 TRAVELLING SHOWPEOPLE PLOTS;** • ~~***WITHIN***~~ **NORTHAMPTON ~~*BOROUGH*~~: ~~*32*~~ *35* RESIDENTIAL PITCHES AND *1 EMERGENCY STOPPING PLACE* ~~*5 TRANSIT PITCHES*~~; AND** • ~~***WITHIN***~~ **SOUTH NORTHAMPTONSHIRE: ~~*10*~~ *19* RESIDENTIAL PITCHES~~*, 2 TRANSIT PITCHES*~~ AND ~~*2 TRAVELLING SHOWPEOPLE PLOTS*~~ *1 EMERGENCY STOPPING PLACE.*"**	To reflect the conclusions of the West Northamptonshire Travellers Accommodation Needs Study.

Proposed Modification to include a new Table 4 after Paragraph 9.4. in Section 9.0 Housing (see Proposed Modification ref MM23 above)

Table 4: Housing Requirement by Area 2011-2029 (Note: Figures may not sum due to rounding. Source: ORS Housing Market Model)

Housing Type ***Housing Requirement 2011-29***	***Daventry District*** [9]	***Northampton Related Development Area***	***South Northamptonshire*** [10]
Market housing	*5,500*	*20,900*	*3,900*
Intermediate affordable housing	*0*	*0*	*1,700*
Social rented/ Affordable rented housing	*1,500*	*7,600*	*1,600*
Total Housing Requirement	***7,000***	***28,500***	***7,200***
Market housing	*78.6%*	*73.3%*	*54.2%*
Intermediate affordable housing	*0.0%*	*0.0%*	*23.6%*
Social rented/ Affordable housing	*21.4%*	*26.7%*	*22.2%*

[9] Excluding the Northampton Related Development Area
[10] Excluding the Northampton Related Development Area

Section 9.0 – Housing

Proposed Modification to Table 5 in Policy H7 (See Proposed Modification Ref MM28 above)

Table 5: Accommodation Requirements for Gypsies, Travellers and Travelling Showpeople – District/ *Settlement* Breakdown ~~*2007-2017*~~ *2012/13 – 2032/33*

~~**Area**~~	**Residential Pitches**	~~***Transit Pitches***~~ ***Emergency Stopping Places***	**Travelling Showpeople Plots**
Daventry	~~*9*~~ *24*	~~*3*~~ *1*	2
Northampton	~~*32*~~ *39*	~~*5*~~ *1*	0
South Northamptonshire	~~*10*~~ *18*	~~*2*~~ *1*	~~*2*~~ *0*
Total	~~*51*~~ *81*	~~*10*~~ *3*	~~*4*~~ *2*

Section 9.0 – Housing

Proposed Modification to include a new Table 6 in Policy H7 (see Proposed Modification MM28 above)

Table 6: Residential Pitch Requirements for Gypsies and Travellers 2012-2029

Period	***Daventry***	***Northampton***	***South Northamptonshire***
2012-17	***8***	***17***	***6***
2017-22	***5***	***7***	***6***
2022-27	***5***	***8***	***6***
2027-29	***2***	***3***	***1***

Section 10.0 – Built and Natural Environment

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 34	99	Policy BN3	Revised wording proposed in the JPU Statement to Examination Hearing Session 6.	Amend last sentence of the first paragraph of Policy BN3 as follows: "**DEVELOPMENT THAT WOULD LEAD TO FURTHER FRAGMENTATION OR RESULT IN A LOSS OF ANCIENT WOODLAND, *AGED AND VETERAN TREES* WILL NOT BE PERMITTED *UNLESS THE NEED FOR, AND BENEFITS OF, THE DEVELOPMENT IN THAT LOCATION CLEARLY OUTWEIGH THE LOSS.*"**	To conform with the National Planning Policy Framework.
MM 35	101	Paragraph 10.32	As discussed at the Examination Hearing Session 6.	Amend Paragraph 10.32 as follows: "10.~~25~~32 In addition to natural features, such as green infrastructure networks and habitats, the historic environment is an important element of the *overall* landscape *sensitivity* and reflects ~~the~~ human interaction ~~relationship~~ with geology, topography and the natural environment over time."	To clarify the policy approach to landscape and particularly landscape sensitivity.
MM 36	102	Paragraph 10.36	Revised wording proposed in the JPU Statement to Examination Hearing Session 6.	Amend the second statement of Paragraph 10.36 as follows: "Weedon Depot, *an ~~a Grade II listed~~ example of a planned military complex with a large number of Grade II* listed buildings*, is the subject of a specific policy (Policy BN6) in this Joint Core Strategy due to its size, location and historical importance."	Factual correction in relation to the listed building status of Weedon Depot.
MM 37	103	Policy BN5	As discussed at the Examination Hearing Session 6.	Amend the first part of Policy BN5 as follows: **"POLICY BN5 – THE HISTORIC ENVIRONMENT *AND LANDSCAPE*** **DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS AND THEIR SETTINGS *AND LANDSCAPES* WILL BE CONSERVED AND ENHANCED IN RECOGNITION OF THEIR INDIVIDUAL AND**	To clarify the policy approach to landscape and particularly landscape sensitivity.

Section 10.0 – Built and Natural Environment

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				CUMULATIVE SIGNIFICANCE AND CONTRIBUTION TO WEST NORTHAMPTONSHIRE'S LOCAL DISTINCTIVENESS AND SENSE OF PLACE. **IN ENVIRONMENTS WHERE VALUED HERITAGE ASSETS ARE AT RISK, THE ASSET AND ITS SETTING WILL BE APPROPRIATELY CONSERVED AND MANAGED. ~~IN PROPORTION TO THE SIGNIFICANCE OF THE ASSET.~~** **IN ORDER TO SECURE AND ENHANCE ~~RETAIN~~ THE SIGNIFICANCE OF THE AREA'S HERITAGE ASSETS AND THEIR SETTINGS *AND LANDSCAPES*, DEVELOPMENT IN AREAS OF *LANDSCAPE SENSITIVITY AND/ OR* KNOWN HISTORIC OR HERITAGE SIGNIFICANCE ~~IMPORTANCE~~ WILL BE REQUIRED TO:** 1. **SUSTAIN AND ENHANCE THE *HERITAGE AND LANDSCAPE* FEATURES WHICH CONTRIBUTE TO THE CHARACTER OF THE AREA INCLUDING:** • **CONSERVATION AREAS;** • **SIGNIFICANT HISTORIC~~AL~~ LANDSCAPES INCLUDING HISTORIC PARKLAND, BATTLEFIELDS AND RIDGE AND FURROW;** • **THE SKYLINE AND *LANDSCAPE* SETTINGS OF TOWNS AND VILLAGES;** • **SITES OF KNOWN OR POTENTIAL HERITAGE OR HISTORIC~~AL~~ SIGNIFICANCE;** • **LOCALLY AND NATIONALLY IMPORTANT ~~SIGNIFICANT~~ BUILDINGS, ~~AND~~ STRUCTURES AND**	

Section 10.0 – Built and Natural Environment

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				MONUMENTS."	
MM 38	108	Policy BN7a	Revised wording agreed with the Environment Agency, Northants County Council, Anglian Water (Joint Position Statement J8).	Amend the first paragraph of Policy BN7a as follows: "**NEW DEVELOPMENT PROPOSALS WILL ENSURE THAT ADEQUATE AND APPROPRIATE WATER SUPPLY AND WASTEWATER INFRASTRUCTURE IS AVAILABLE TO MEET THE ADDITIONAL REQUIREMENTS PLACED UPON IT AND TO ENSURE THAT WATER QUALITY~~,~~ *IS PROTECTED*, AND AS FAR AS PRACTICABLE ~~*IS PROTECTED OR*~~ IMPROVED.**"	To strengthen the water related policies and overcome outstanding objections.
MM 39	109	Policy BN7	Revised wording agreed with the Environment Agency, Northants County Council, Anglian Water (Joint Position Statement J8).	Amend the first paragraph of Policy BN7 as follows: "**DEVELOPMENT PROPOSALS WILL COMPLY WITH FLOOD RISK ASSESSMENT AND MANAGEMENT REQUIREMENTS SET OUT IN THE NPPF AND TECHNICAL GUIDANCE TO THE NPPF *AND THE WEST NORTHAMPTONSHIRE STRATEGIC FLOOD RISK ASSESSMENTS* TO ADDRESS CURRENT AND FUTURE FLOOD RISKS WITH APPROPRIATE CLIMATE CHANGE ALLOWANCES."**	To strengthen the water related policies and overcome outstanding objections.

Section 11.0 – Infrastructure and Delivery

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 40	120	Table 7	As agreed at the Examination Hearing Session on Issue 8 (i)	Make the following amendments to Table 7 – Primary Infrastructure Projects: Column 3 – Broad Phasing "Scale and type of solution to be informed by Northampton General Central Area Drainage Assessment (May ~~*2011*~~ *2012*)" Add the following project as a new row in Table 7 – Primary Infrastructure Projects: Column 1 – Infrastructure Required "*A43 Junction Improvements in South Northamptonshire*." Column 2 – Reason for Requirement "*Required to enable housing and employment growth in Towcester, Silverstone and Brackley*." Column 3 – Broad Phasing "*To commence 2014*." Remove the following project from Table 7 – Primary Infrastructure Projects: Column 1 "~~*Waste Water Treatment Works – Daventry*~~" Column 2 "~~*Whilton Waste Water Treatment Works requires upgrading to allow long term development to take place*~~." Column 3 ~~"*Three year scheme due to Work Commenced in 2012*~~."	To be consistent with Policy C3 and to provide a factual update to the table.

Section 11.0 – Infrastructure and Delivery

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				Remove the following project from Table 7 – Primary Infrastructure Projects: Column 1 – Infrastructure Required "~~*Grosvenor Centre, Northampton Bus Interchange – Northampton*~~" Column 2 – Reason for Requirement "~~*Required as a key part of modal shift measures within the town centre*~~." Column 3 – Broad Phasing "~~*Two year project commencing 2012*~~."	

Section 12.0 – Northampton

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 41	128	Paragraphs 12.23 and 12.27	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend Paragraphs 12.23 and 12.27 as follows: "12.23 Cowpasture Spinney a tree belt some 50m to 60m wide borders the ~~*north*~~ eastern edge of the SUE and to the south east is a second tree belt approximately 35m wide known as Coleman Leys. Billing Brook watercourse flows along the eastern and southern boundaries of the SUE passing through Cowpasture Spinney and flowing into Overstone Park Lake. Due to the landscape features and topography the SUE has a high level of visual containment although this diminishes to the north of the site." "12.27 ~~The Northampton North SUE can capitalise on its position to create high value jobs in the technology and research and development sector. The Proposals Map (Figure 5 at the end of the JCS) indicates an area within the SUE of about 7ha which will be retained for a Northampton Technology Realm located in the northern part of the SUE. It will provide a 'gateway' feature into the town from the approach along the A43. (See Policy E3, Economic Advantage, in Section 8 of this JCS).~~ The allocated site will provide for a mixed use development of homes, jobs, community facilities including school provision, retail and leisure and green open space. *A dedicated employment area of about 10ha will provide local employment opportunities but will not prejudice* ~~*Employment uses within the SUE must be of an appropriate scale to ensure that*~~ major office expansion and leisure development within Northampton Central Area ~~*is not prejudiced.*~~*"*	Modifications proposed as a consequence of the further work requested by the Inspector.
MM 42	129	Policy N3	Modifications proposed as a consequence of	Amend the first and fourth bullet points of Policy N3 as follows: "**IN THE REGION OF** ~~***2,000***~~ ***3,500*** **DWELLINGS;**	Modifications proposed as a consequence of the

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
			the further work requested by the Inspector.	**"*A TOTAL OF APPROXIMATELY 10HA OF LAND FOR* LOCAL EMPLOYMENT OPPORTUNITIES;"**	further work requested by the Inspector.
MM 43	131	Policy N4	Modifications proposed as a consequence of the further work requested by the Inspector. Revised wording proposed in the JPU Statement to Examination Hearing Session 10.	Amend paragraphs 12.31 and 12.32 as follows: "12.31 The Northampton Landscape Sensitivity Study identifies ~~*this part of the*~~ *that much of the site is within a* landscape *classed* as being of low to medium sensitivity and therefore less sensitive to change. The *majority of the* SUE is contained within the lower parts of the topography and its development must preserve key landmark views, such as that to St Crispin's Tower to the east. Areas of structural green space to be incorporated within the development are indicatively shown on the Proposals Map (Figure 5 at the end of the JCS) and an ecological assessment should identify how ~~these~~ areas of structural green space will positively address the enhancement of biodiversity within the area of the SUE. 12.32. Within the SUE area there are no identified heritage constraints and no areas of strategic flood plain. The diversity of ecology within the site can be improved through appropriate structural landscaping, open space and creation of habitat corridors. Of particular importance is the protection of the villages of Harlestone and Harpole in their countryside settings. *In this respect new built development should not extend beyond the 115m contour line, with new housing principally to the north of Roman Road and the ridgeline protected by an extensive green buffer along the southern boundary of the site."* Amend the first and fifth bullet points of Policy N4 as follows:	Modifications proposed as a consequence of the further work requested by the Inspector. To reflect the updated evidence base, which demonstrates that Northampton West SUE has no impact on the Cock Hotel Junction.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				" IN THE REGION OF ~~*1,500*~~ *2550* DWELLINGS;" "**NECESSARY HIGHWAYS WORKS TO MITIGATE THE IMPACT OF THE DEVELOPMENT INCLUDING A FINANCIAL CONTRIBUTION TO THE NORTH WEST BYPASS AND THE ~~A FINANCIAL CONTRIBUTION TO IMPROVEMENTS TO THE~~ KINGSTHORPE CORRIDOR (A508) ~~*INCLUDING THE COCK HOTEL JUNCTION*~~;**"	
MM 44	133 - 134	Paragraphs 12.44, 12.46, 12.48 and Policy N6	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend Paragraphs 12.44, 12.46 and 12.48 and Policy N6 as follows: "12.44~~45~~ This SUE is situated to the south of Brackmills employment area adjoining the existing neighbourhoods of Hardingstone and Wootton to the south and west. The site itself comprises largely arable land sloping generally from north to south, occupying part of a limestone ridge which forms a bold and prominent feature on the south western side of Northampton. *The eastern part of the site comprises two fields divided by a minor road known as the Green which sits within a shallow valley. The land rises up from the road on both sides and also to the east.* 12.46~~47~~ The creation of a green corridor running from north-west to south-east across the northern site boundary will help protect existing habitats to the north as well as providing for a new greenway linking existing and proposed urban areas to the wider countryside. *A further green corridor should be created along the eastern boundary of the site which will provide a link to the woodland to the north and also ensure that the development creates a positive rural edge to the east.* The potential for development within the SUE to impact on the skyline when viewed from the north *and the east*	Modifications proposed as a consequence of the further work requested by the Inspector.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				must be taken into account and addressed within the master plan for the site. Along part of the southern and western boundaries of the site a landscaped buffer will be required to provide screening between existing residential development and the proposed SUE. 12.48~~49~~ A public footpath, ~~*and*~~ Landimore Road (providing an access into Brackmills), *and a minor road* run through the site and should be incorporated into future development."	
MM 45	134	Policy N6	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend the first bullet point of Policy N6 as follows: **" IN THE REGION OF ~~*1,000*~~ *1,300* DWELLINGS;"**	Modifications proposed as a consequence of the further work requested by the Inspector.
MM 46	140	New Policy N9A and new Paragraphs	Modifications proposed as a consequence of the further work requested by the Inspector.	Insert a New Policy N9A and reasoned justification as follows: ***"Northampton Norwood Farm/ Upton Lodge SUE*** *The proposed Northampton Norwood Farm/ Upton Lodge SUE is located on the western edge of Northampton's urban area, partly within Northampton Borough and partly within South Northamptonshire. The site has for the most part previously been identified for development in the Northampton Local Plan 1997 and formed part of a wider urban extension known as the South West District. Much of the South West District has been built, is under construction or has planning approval but whilst planning applications have been submitted in respect of some of the site no planning permissions have yet been issued. This site is an important component of the housing provision which is proposed for the Northampton Related Development Area. Allocation in the Joint Core Strategy provides clarity regarding the site's planning status in the*	Modifications proposed as a consequence of the further work requested by the Inspector.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				future for those parts which are subject to extant planning applications and also recognises that development in addition to that which had previously been considered appropriate can also be accommodated to meet objectively assessed housing needs over the plan period. *The SUE is bounded to the north by Berrywood Road and the community of New Duston; to the north east by areas of new housing at St Crispin and Berrywoodfields, and by the former Princess Marina Hospital site; to the south by Weedon Road, and beyond this the proposed Upton Park SUE. Sandy Lane will provide a clear western boundary for built development within the site, but the allocated site will extend further to the west to include a proposed Country Park.* *Development of this SUE has an important role to play in linking the emerging communities to the north of the A4500 Weedon Road and the new communities of Upton. Connectivity through the site and to the wider South West District, including service areas and facilities particularly by sustainable means must be addressed.* *Areas of structural green space are to be incorporated within the development which is indicatively shown on the Proposals Map and an ecological assessment should identify how areas of structural green space will positively address the enhancement of biodiversity within the area of the SUE. The diversity of ecology within the site can be improved through appropriate structural landscaping, open space and creation of habitat corridors. Of particular importance is the protection of the village of Harpole's countryside setting. Development of the site is expected to deliver a new Country Park to the west of Sandy Lane, which will act as a buffer between the urban area and the open countryside adjoining the village of Harpole and also provide essential*	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				recreational opportunities for new and existing communities. *Part of the Sandy Lane Relief Road Phase 2 will need to be constructed to ensure the sustainable development of the SUE.* *The SUE will provide for two primary schools which will enable educational needs to be addressed in an area where there are additional pressures from further residential developments. The SUE will also provide local retail and community facilities which are consistent with a development of this size.* *It is anticipated that the SUE can commence delivery in the early part of the plan period and would deliver in the region of 3,500 dwellings during the plan period. Policy N9A below details the required elements for the development. A masterplan will be required to be submitted alongside any proposal to demonstrate how the land use elements positively respond to context, design issues, connectivity and sustainable planning requirements.* ***POLICY N9A – NORTHAMPTON NORWOOD FARM/ UPTON LODGE SUE*** ***THE BOUNDARY OF THE NORTHAMPTON NORWOOD FARM/ UPTON LODGE SUE IS SHOWN ON THE PROPOSALS MAP (FIGURE 5). THE DEVELOPMENT WILL MAKE PROVISION FOR:*** • ***IN THE REGION OF 3,500 DWELLINGS;*** • ***TWO PRIMARY SCHOOLS;***	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				• ***A LOCAL CENTRE TO INCLUDE LOCAL RETAIL FACILTIES OF AN APPROPRIATE SCALE (INCLUDING A SMALL CONVENIENCE STORE), HEALTH CARE SERVICES AND COMMUNITY FACILITIES;*** • ***LOCAL EMPLOYMENT OPPORTUNITIES;*** • ***SANDY LANE RELIEF ROAD PHASE 2;*** • ***AN INTEGRATED TRANSPORT NETWORK FOCUSED ON SUSTAINABLE TRANSPORT MODES INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING WITH STRONG LINKS TO THE ADJOINING NEIGHBOURHOODS, EMPLOYMENT AREAS AND THE TOWN CENTRE;*** • ***STRUCTURAL GREENSPACE AND WILDLIFE CORRIDORS AS INDICATED ON THE PROPOSALS MAP (FIGURE 5) INCLUDING THE PROVISION OF A COUNTRY PARK;*** • ***OPEN SPACE AND RECREATION PROVISION;*** • ***ARCHAEOLOGICAL, ECOLOGICAL AND GROUND STABILITY ASSESSMENT OF THE SITE AND REQUIRED MITIGATION; AND*** • ***FLOOD RISK MANAGEMENT, INCLUDING SURFACE WATER MANAGEMENT AND FROM ALL OTHER SOURCES.***	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				NECESSARY INFRASTRUCTURE IS REQUIRED TO BE PHASED ALONGSIDE THE DELIVERY OF THE DEVELOPMENT. ***DEVELOPMENT PROPOSALS MUST BE ACCOMPANIED BY A MASTERPLAN."***	
MM 47	145	Paragraph 12.96	Revised wording agreed with the Highways Agency (Joint Position Statement 9).	Add an additional sentence after the existing second sentence of Paragraph 12.96 as follows: "Measures identified on the A45 between M1 Junction 15 and Great Billing Junction will be required in order to deliver growth in the town. These measures are set out in the Growth Management Scheme prepared by the Highways Agency. *Development in the Northampton area including the SUE developments set out in Policies N3, N4, N5, N6, N7, N8, N9 and N9A will provide a contribution towards the provision of the Northampton Growth Management Scheme in accordance with the provisions of the A45/ M1 J15 NGMS – Memorandum of Understanding (26th March 2012) or successor agreements.* The provision of key highway infrastructure will be required as set out in Table 7 – Key Primary Infrastructure Projects."	To enhance the soundness and clarity of the plan in the light of changes to the funding stream.

Section 13.0 – Daventry

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 48	152	Paragraph 13.32 and Policy D3	Modifications proposed as a consequence of the further work requested by the Inspector.	Amend Paragraph 13.32 as follows: "The Daventry North East SUE allocation is suitable, available and deliverable for at least ~~up to 2,500~~ ~~*2,000*~~ *2600* dwellings within the plan period and Policy D3 below sets out the land use requirements for the full 4,000 dwelling development and ~~. The development should commence from the south-western edge and~~ infrastructure provision must be phased accordingly. It is anticipated that the development of the SUE will commence broadly in the south west quadrant of the site." Amend the first bullet point of Policy D3 as follows: • "**4,000 DWELLINGS (~~2,500~~ A MINIMUM OF ~~*2,000*~~ *2,600* OF WHICH WILL BE PROVIDED WITHIN THE PLAN PERIOD TO ~~*2026*~~ *2029*);**	To reflect the extension of the plan period up to 2029.

Section 14.0 – Towcester

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 49	159	Paragraph 14.15	As agreed at the Examination Hearing Session 18.	Delete the following words from the end of the final sentence of Paragraph 14.15: "subject to securing the delivery of the relief road". Insert a new sentence at the end of Paragraph 14.15 as follows: *"The relief road will be secured by phased development of the SUE."* Also, delete the second and third sentences of former para 14.18/new para 14.20.	To recognise that the implementation of the 'Town Park' proposals are not subject to the delivery of the relief road.
MM 50	160	Paragraph 14.21	Revised wording agreed with the Highways Agency (Joint Position Statement J9).	Amend the second sentence of Paragraph 14.21 as follows: "The development will be delivered across all three phases of the plan period. Phasing will be required to ensure that necessary infrastructure is delivered alongside the development, particularly the provision of the A5 ~~bypass~~ relief road *and A43 Tove and Abthorpe junction improvements* which ~~*is*~~ *are* ~~*an*~~ essential prerequisites to the development. The dwelling yield and employment land that is relied upon to be delivered by ~~*2026*~~ *2029* are not regarded as thresholds which would restrict additional development within the SUE during the plan period, provided the necessary infrastructure is delivered."	1. To enhance the soundness and clarity of the plan in the light of changes to the funding stream. 2. To reflect the proposed extension of the plan period to 2029.
MM 51	160	Policy T3	Revised wording proposed in JPU Statement to Examination Hearing Session 18.	Amend the first, second ,fourth and fifth bullet points of Policy T3 as follows: **"*IN THE REGION OF* 3,000 ~~3,300~~ DWELLINGS (OF WHICH A MINIMUM OF ~~*1,500*~~ *2,100* WILL ~~SHOULD~~ BE DELIVERED IN THE PLAN PERIOD UP TO ~~*2026*~~ *2029*);"**	1. To be consistent with the wording of other SUEs in the plan. 2. To enhance the soundness and

Section 14.0 – Towcester

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				"~~3000 JOBS~~ AT LEAST 15.5 HA OF EMPLOYMENT LAND (OF WHICH ~~1,500~~ A MINIMUM OF ~~*50%*~~ *70%* WILL ~~SHOULD~~ BE DELIVERED IN THE PLAN PERIOD UP TO ~~*2026*~~ *2029*" "~~***DIRECTLY RELATED AND NECESSARY***~~ ~~ESSENTIAL~~ **IMPROVEMENTS TO THE A43 JUNCTIONS;"** "**2 PRIMARY SCHOOLS** ~~*AND 1 SECONDARY SCHOOL*~~**;"**	clarity of the plan in the light of changes to the funding stream. 3. To reflect the updated evidence base, which demonstrates that a new secondary school at Towcester is not required. 4. To reflect the proposed extension of the plan period to 2029

Section 15.0 – Brackley

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 52	167	Paragraph 15.16	Factual correction.	Amend Paragraph 15.16 as follows: "The land to the north of Turweston Road is a greenfield site currently in agricultural use. It has the potential to be a key gateway site into Brackley from the north and the A43. South Northamptonshire Council has ~~resolved to~~ granted outline planning permission for a business park development on the site~~, subject to the completion of a legal agreement~~. *More recently the Council has resolved to grant planning permission for an alternative mixed use development. The proposed development comprises a new foodstore; petrol filling station ; 60 bed nursing care home (including the relocation of the Brackley Cottage Hospital's 12 beds); a new Primary Care Centre facility including a new pharmacy ; employment development within Class B1, B2 and B8, and a hotel (Circa 70 beds) including a restaurant and bar. These uses fall within the definition of economic development set out in the National Planning Policy Framework and will provide new employment opportunities to support Brackley's role as a Rural Service Centre.* It is expected that the development of this part of the site will ~~*therefore*~~ come forward in the first phase of the plan period."	Factual correction to reflect South Northamptonshire Council's recent decision on a planning application submitted for a mixed use development on the land to the north of Turweston Road which forms part of the proposed Brackley East SUE
MM 53	168	Paragraph 15.17	As agreed at the Examination Hearing Session 17.	Inset a new paragraph after Paragraph 15.17 as follows (and renumber the subsequent paragraphs): *"Although the proposed SUE is not of a scale which justifies the provision of a local centre, it does provide the opportunity to include appropriate healthcare facilities. The Brackley Masterplan includes a proposal for a new Primary Care Centre and the land to the north of Turweston Road is identified as a suitable site for this facility."*	To provide scope for the provision of appropriate community facilities including the Primary Care Centre, as proposed in the Brackley Masterplan.

Section 15.0 – Brackley

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 54	168	Policy B2	As agreed at the Examination Hearing Session 17. Revised wording agreed with the Highways Agency (Joint Position Statement J9).	Amend the second bullet point of Policy B2 as follows: **"~~1000 JOBS~~ 9.4 HA OF ~~*EMPLOYMENT*~~ *ECONOMIC DEVELOPMENT* LAND;"** Amend the fifth bullet point of Policy B2 and add new sixth and seventh bullet points as follows: • "**A MIX OF *ECONOMIC DEVELOPMENT* ~~*B1(A) OFFICE, B1(C) LIGHT INDUSTRIAL AND B8 STORAGE AND DISTRIBUTION.*~~ THE PROPORTION OF B8 FLOORSPACE SHALL NOT EXCEED 40% OF THE TOTAL FLOORSPACE *ON THE ECONOMIC DEVELOPMENT LAND.*** • ***HEALTH CARE FACILITIES SUCH AS A PRIMARY CARE CENTRE AND/ OR A NURSING CARE HOME;*** • ***IMPROVEMENTS TO A43 JUNCTIONS AT BRACKLEY;*"**	1. To provide greater flexibility on the type of employment generating uses that can be accommodated on the site. 2. To enable the provision of appropriate health care facilities including the Primary Care Centre, as proposed in the Brackley Masterplan. 3. To enhance the soundness and clarity of the plan in the light of changes to the funding stream.
MM 55	170	Policy B3	Revised wording agreed with the Highways Agency (Joint Position Statement J9).	Insert a new bullet point between the fourth and fifth bullet points of Policy B3: **"*IMPROVEMENTS TO A43 JUNCTIONS AT BRACKLEY*"**	To enhance the soundness and clarity of the plan in the light of changes to the funding stream.

Section 16.0 – Rural Areas

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 56	174 - 175	Paragraphs 16.11 - 16.19	As agreed at the Examination Hearing Session 16,	Amend the explanatory text to Policy R1 as follows: (i) Amend and merge Paragraphs 16.11 and 16.12 as follows (subsequent paragraphs to be renumbered): "16.11 As part of the evidence base for this JCS an analysis of all the villages in the Plan area has been carried out. ~~*The full results of this analysis and the methodology used are set out in the technical paper[1]. 16.12*~~ This analysis will be ~~*kept up to date*~~ ~~*as part of*~~ *updated and developed through the preparation of the Part 2 Local Plans* ~~annual monitoring~~ and will inform the detailed hierarchy to be prepared for the rural areas, together with any particular local constraints and opportunities." (ii) Amend existing Paragraph 16.15 as follows: ~~*16.15*~~ *16.14* "The scale of development which will be appropriate in each village will vary having regard to the *criteria set out in Policy R1* ~~*position in the hierarchy*~~ and the housing requirements for the rural areas of individual districts. ~~*Policy R1 sets out the scale of development that will be acceptable in each category of settlement. This level of development will be measured as the percentage increase from the existing dwelling stock as at the base date of 2011* 2006~~. ~~*This*~~ *Part 2 Local Plans* will ensure that the scale of development is proportionate to the scale of each village within the hierarchy *and will take into account the level of existing planning permissions and completions that have taken place within the village during the plan period*. Irrespective of whichever category villages are allocated to within the hierarchy this will not automatically mean that development will be appropriate. The Local Planning Authority will need to be satisfied that any proposals are acceptable in terms of environmental, social and economic sustainability. ~~*Once*~~	Factual updates and to address concerns raised at the Examination Hearings regarding the need for a more flexible and positive approach to development in the rural areas.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				~~*the residual housing requirements*~~ ~~*for the rural areas have been met through planning permissions or allocations in future Local Plans, or*~~ ~~Once a particular settlement has reached the upper limit of the scale then further developments will be resisted unless exceptional circumstances can be demonstrated as specified in Policy R1 below.”~~ (iii) Insert a new Paragraph as follows: *16.16 “Whilst in general terms the rural housing needs will be set by the requirements set out in Policy S3, it is not the intention of the Plan to prevent additional appropriate development in the rural areas from coming forward. For example, development considered under Policy H3 (Rural Exception Sites), would not be constrained by the rural housing requirement specified in Policy S3. In addition the Part 2 Local Plans could allocate additional sites, based on evidenced local need.”* (iv) Amend Paragraph 16.19 as follows: 16.19 “Community led plans ~~*cannot allocate*~~ *should not promote* less development than in a higher tier plan. However they can allow for additional growth, for example where this would support the retention of or improvement to essential local services that may be under threat (in particular the local primary school or primary health services). Planning applications for additional growth within villages will need to be informed by a community involvement exercise, *undertaken in accordance with the up to date Statement of Community Involvement in each District,* prior to the submission of the planning application.”	
MM 57	175 -177	Policy R1	Modifications arising from the	Amend Policy R1 as follows:	1. To reflect the outcome of the

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
			Examination Hearing Session 16 and the further work requested by the Inspector.	**"WITHIN THE RURAL AREAS OF WEST NORTHAMPTONSHIRE THERE IS *AN* ~~*RESIDUAL*~~ IDENTIFIED NEED FOR ~~*1355*~~ *2360* DWELLINGS WITHIN DAVENTRY DISTRICT AND ~~*1790*~~ *2360* DWELLINGS WITHIN SOUTH NORTHAMPTONSHIRE TO BE PROVIDED BETWEEN 2011 AND ~~*2026*~~ *2029*~~.~~ BEYOND THE TOWNS OF DAVENTRY, TOWCESTER AND BRACKLEY*. WITHIN THE RURAL AREAS THE DISTRIBUTION OF THE RURAL HOUSING REQUIREMENT WILL BE THE SUBJECT OF THE PART 2 LOCAL PLANS THAT ARE BEING PREPARED BY DAVENTRY DISTRICT AND SOUTH NOTHAMPTONSHIRE COUNCILS ACCORDING TO THE LOCAL NEED OF EACH VILLAGE AND THEIR ROLE WITHIN THE HIERARCHY*** **DEVELOPMENT WITHIN THE RURAL AREAS WILL BE GUIDED BY A RURAL SETTLEMENT HIERARCHY THAT WILL COMPRISE THE FOLLOWING CATEGORIES:** • **PRIMARY SERVICE VILLAGES;** • **SECONDARY SERVICE VILLAGES; ~~AND~~** • **OTHER VILLAGES; AND** • **SMALL SETTLEMENTS/HAMLETS** **THE RURAL HIERARCHY *IN THE PART 2 LOCAL PLANS* WILL *HAVE REGARD TO BUT NOT EXCLUSIVELY, THE FOLLOWING* :** • ***THE PRESENCE OF SERVICES AND FACILITIES TO MEET THE DAY TO DAY NEEDS OF RESIDENTS, INCLUDING THOSE FROM SURROUNDING SETTLEMENTS;*** • ***OPPORTUNITIES TO RETAIN AND IMPROVE THE PROVISION AND ENHANCEMENT OF SERVICES CRITICAL TO THE SUSTAINABILITY OF SETTLEMENTS;***	objectively assessed housing needs work and the extension of the plan period to 2029. 2. To address concerns raised at the Examination Hearings regarding the need for a more flexible and positive approach to development in the rural areas. 3. To provide greater clarity in accordance with the NPPF.

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				• ***ACCESSIBILITY, PARTICULARLY BY PUBLIC TRANSPORT, TO THE MAIN TOWNS AND SUSTAINABLE EMPLOYMENT OPPORTUNITIES;*** • ***EVIDENCE OF LOCAL NEEDS FOR HOUSING (INCLUDING MARKET AND AFFORDABLE HOUSING), EMPLOYMENT AND SERVICES;*** • ***THE ROLE, SCALE AND CHARACTER OF THE SETTLEMENT;*** • ***THE CAPACITY OF SETTLEMENTS TO ACCOMMODATE DEVELOPMENT IN TERMS OF PHYSICAL, ENVIRONMENTAL, INFRASTRUCTURE AND OTHER CONSTRAINTS;*** • ***THE AVAILABILITY OF DELIVERABLE SITES INCLUDING PREVIOUSLY DEVELOPED LAND IN SUSTAINABLE LOCATIONS;*** • ~~***ENABLE SMALL SCALE HOUSING AND EMPLOYMENT WHERE THIS MEETS LOCAL NEEDS AND/ OR SUPPORTS LOCAL SERVICES;***~~ • ~~***SUPPORT THE RETENTION AND PROVISION OF LOCAL SERVICES AND FACILITIES IN RURAL COMMUNITIES;***~~ • **SUSTAIN*ING* THE RURAL ECONOMY BY RETAINING EXISTING EMPLOYMENT SITES WHERE POSSIBLE, BY ENABLING SMALL SCALE ECONOMIC DEVELOPMENT, INCLUDING TOURISM, THROUGH RURAL DIVERSIFICATION AND BY SUPPORTING APPROPRIATE AGRICULTURAL AND FORESTRY DEVELOPMENT;** • **PROTECT AND ENHANCE THE CHARACTER AND QUALITY OF THE RURAL AREA'S HISTORIC BUILDINGS AND AREAS OF HISTORIC OR ENVIRONMENTAL IMPORTANCE; AND**	

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				• **ENABL~~E~~*ING* LOCAL COMMUNITIES TO IDENTIFY AND MEET THEIR OWN LOCAL NEEDS.** ~~***IN REFINING AND DETERMINING THE DETAILED HIERARCHY EACH DISTRICT COUNCIL WILL TAKE THE FOLLOWING FACTORS INTO ACCOUNT:***~~ • ~~***A) THE PRESENCE OF SERVICES AND FACILITIES TO MEET THE DAY TO DAY NEEDS OF RESIDENTS, INCLUDING THOSE FROM SURROUNDING SETTLEMENTS;***~~ • ~~***B) OPPORTUNITIES TO IMPROVE SERVICE PROVISION AND ENHANCE THE SUSTAINABILITY OF SETTLEMENTS;***~~ • ~~***C) ACCESSIBILITY, PARTICULARLY BY PUBLIC TRANSPORT, TO THE MAIN TOWNS;***~~ • ~~***D) EVIDENCE OF LOCAL NEEDS FOR HOUSING, EMPLOYMENT AND SERVICES; AND***~~ • ~~***E) THE SUITABILITY OF SETTLEMENTS TO ACCOMMODATE DEVELOPMENT IN TERMS OF ENVIRONMENTAL, INFRASTRUCTURE AND OTHER CONSTRAINTS.***~~ ~~***THE SETTLEMENTS ANDCOUNTRYSIDE LOCAL PLANS TO BE PREPARED FOR DAVENTRY DISTRICT AND SOUTH NORTHAMPTONSHIRE WILL DETERMINE THE APPROPRIATE SCALE OF DEVELOPMENT WITHIN FOR EACH CATEGORY OF INDIVIDUAL VILLAGE WITHIN THAT CATEGORY.THE FOLLOWING OVERALL SCALE OF RESIDENTIAL DEVELOPMENT OVER THE BASE DATE POSITION WILL BE APPROPRIATE THIS WILL HAVE REGARD TO THE INDICATIVE FIGURES BELOW MEASURED FROM A BASE DATE POSITION***~~	

Section 16.0 – Rural Areas

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
				~~***(2011):***~~ • ~~***PRIMARY SERVICE VILLAGES = MODERATE SCALE - 10% - UP TO 12% OF THE EXISTING DWELLING STOCK***~~ • ~~***SECONDARY SERVICE VILLAGES = SMALL SCALE - 5- UP TO 7% OF EXISTING DWELLING STOCK***~~ • ~~***OTHER VILLAGES - SMALL SCALE INFILL - UP TO 5 DWELLINGS***~~ • ~~***SMALL SETTLEMENTS/HAMLETS - DEVELOPMENT RESTRICTED TO AFFORDABLE HOUSING***~~ ***RESIDENTIAL DEVELOPMENT IN RURAL AREAS WILL BE REQUIRED TO:*** ***A) PROVIDE FOR AN APPROPRIATE MIX OF DWELLING TYPES AND SIZES, INCLUDING AFFORDABLE HOUSING TO MEET THE NEEDS OF ALL SECTORS OF THE COMMUNITY, INCLUDING THE ELDERLY AND VULNERABLE; AND*** ***B) NOT AFFECT OPEN LAND WHICH IS OF PARTICULAR SIGNIFICANCE TO THE FORM AND CHARACTER OF THE VILLAGE; AND*** ***C) PRESERVE AND ENHANCE HISTORIC BUILDINGS AND AREAS OF HISTORIC OR ENVIRONMENTAL IMPORTANCE INCLUDING THOSE IDENTIFIED IN CONSERVATION AREA APPRAISALS AND VILLAGE DESIGN STATEMENTS; AND*** ***D) PROTECT THE AMENITY OF EXISTING RESIDENTS;AND***	

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				E) BE OF AN APPROPRIATE SCALE TO THE EXISTING SETTLEMENT; AND ***F) PROMOTE SUSTAINABLE DEVELOPMENT THAT EQUALLY ADDRESSES ECONOMIC, SOCIAL AND ENVIROMENTAL ISSUES; AND*** ***G) BE WITHIN THE EXISTING CONFINES OF THE VILLAGE. DEVELOPMENT OUTSIDE THE EXISTING CONFINES WILL BE PERMITTED WHERE IT INVOLVES THE RE-USE OF BUILDINGS OR, IN EXCEPTIONAL CIRCUMSTANCES, WHERE IT WILL ENHANCE OR MAINTAIN THE VITALITY OF RURAL COMMUNITIES OR WOULD CONTRIBUTE TOWARDS AND IMPROVE THE LOCAL ECONOMY.*** **ONCE THE HOUSING REQUIREMENT FOR THE RURAL AREAS HAS BEEN MET THROUGH PLANNING PERMISSIONS OR FUTURE ALLOCATIONS,. ~~*OR ONCE A PARTICULAR SETTLEMENT HAS REACHED THE UPPER LIMIT OF THE SCALE SPECIFIED ABOVE*~~ ~~*IN THE APPROPRIATE LOCAL PLAN*~~ FURTHER HOUSING DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE DEMONSTRATED THAT IT:** • **WOULD RESULT IN ENVIRONMENTAL IMPROVEMENTS ON A SITE INCLUDING FOR EXAMPLE THE RE-USE OF PREVIOUSLY DEVELOPED LAND AND BEST PRACTICE IN DESIGN ; OR** • **IS REQUIRED TO SUPPORT THE RETENTION OF OR IMPROVEMENT TO ESSENTIAL LOCAL SERVICES THAT MAY BE UNDER THREAT (IN PARTICULAR THE LOCAL PRIMARY SCHOOL OR PRIMARY HEALTH SERVICES);**	

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				AND • **HAS BEEN ~~INFORMED~~ *INFORMED* ~~*AGREED*~~ ~~BY A~~ *BY AN* ~~*WITH THE RELEVANT PARISH COUNCIL OR APPROPRIATE LOCAL COMMUNITY REPRESENTATIVES FOLLOWING A*~~ *EFFECTIVE* COMMUNITY INVOLVEMENT EXERCISE PRIOR TO THE SUBMISSION OF A PLANNING APPLICATION~~.~~; OR** • **IS A RURAL EXCEPTIONS SITE THAT MEETS THE CRITERIA SET OUT IN POLICY H3; *OR*** • ***HAS BEEN AGREED THROUGH AN ADOPTED NEIGHBOURHOOD PLAN*,** ~~**UNTIL THE NAMED RURAL SETTLEMENT HIERARCHY HAS BEEN DEFINED WITHIN FUTURE DEVELOPMENT PLAN DOCUMENTS PREPARED BY INDIVIDUAL LOCAL PLANNING AUTHORITIES IN CONSULTATION WITH LOCAL COMMUNITIES THE EXISTING SAVED LOCAL PLAN POLICIES FOR DAVENTRY DISTRICT AND SOUTH NORTHAMPTONSHIRE WILL APPLY.**~~	-
MM 58	177	Paragraph 16.20	As agreed at the Examination Hearing Session 16.	Add the following sentence at the end of Paragraph 16.20: *"The role of existing employment areas is recognised and these should be retained in accordance with the provisions of Policy E1."*	To recognise role of existing employment areas and provide a cross reference to Policy E1.

Section 17.0 – Monitoring and Implementation Framework

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 59	183	New Paragraph	Modification proposed as a consequence of the further work requested by the Inspector	Insert a new paragraph 17.19 at the end of the section entitled 'Housing Trajectory': *"The base for the 5 year land supply calculation is the housing trajectory set out in Appendix 3, and specifically the "NEED" lines shown. Although the trajectory will be updated each year in the Authorities Monitoring Report, the "NEED" lines will not change, and performance will always be measured against these base figures. Under or over provision as set out in Appendix 6 The Monitoring Framework will invoke the contingency provisions indicated there."*	To clarify the baseline for the calculation of the 5 year housing land supply.

Section 18.0 – Appendices

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 60	192	Appendix 3	Modifications proposed as a consequence of the further work requested by the Inspector	Delete the 'Projected Completions Trajectory' Tables in Appendix 3 and replace new 'Projected Completions Trajectory' Tables (see Tables on pages 94-95 of this Schedule) Delete and replace the following graphs in Appendix 3: 'West Northamptonshire Proposed Trajectory' 'Trajectory based on District Boundaries' 'Trajectory by NRDA and Residuals for Daventry and South Northants'	To reflect the outcome of the objectively assessed housing needs work and the extension of the plan period to 2029.
MM 61	220	Appendix 5	Modifications proposed as a consequence of the further work requested by the Inspector	Add to 'Replacement Policy Number and Title in the Joint Core Strategy" for H1 and H4 under Northampton Borough: "*N9A Northampton Norwood Farm / Upton Lodge SUE"*	To reflect the proposed allocation of this SUE in response to the outcome of the objectively assessed housing needs work and the extension of the plan period to 2029.

Section 18.0 – Appendices

Proposed Modification to include new 'Projected Trajectory' Tables in Appendix 3 (see Proposed Modification MM 60 above)

A. Proposed Trajectory (based on delivery profile and requirement to meet need (where different) 2011-2029 by District Boundary

	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	Totals 11-29
DDC (DELIVERY and NEED)	145	98	264	400	662	855	936	930	1020	970	925	970	930	885	725	725	685	610	12735
NBC (DELIVERY and NEED)	423	516	785	1039	1132	1292	1426	1544	1588	1491	1355	1278	1025	900	875	815	695	694	18873
SNC (DELIVERY)	304	226	250	365	450	619	800	772	830	725	736	755	780	805	739	691	631	545	11023
SNC (NEED)	304	226	206	321	407	576	757	621	741	651	651	676	701	726	676	676	651	601	10168
West Northamptonshire Total Provision - NEED	872	840	1255	1760	2201	2723	3119	3095	3349	3112	2931	2924	2656	2511	2276	2216	2031	1905	41776
West Northamptonshire Total Provision - DELIVERY	872	840	1299	1804	2244	2766	3162	3246	3438	3186	3016	3003	2735	2590	2339	2231	2011	1849	42631

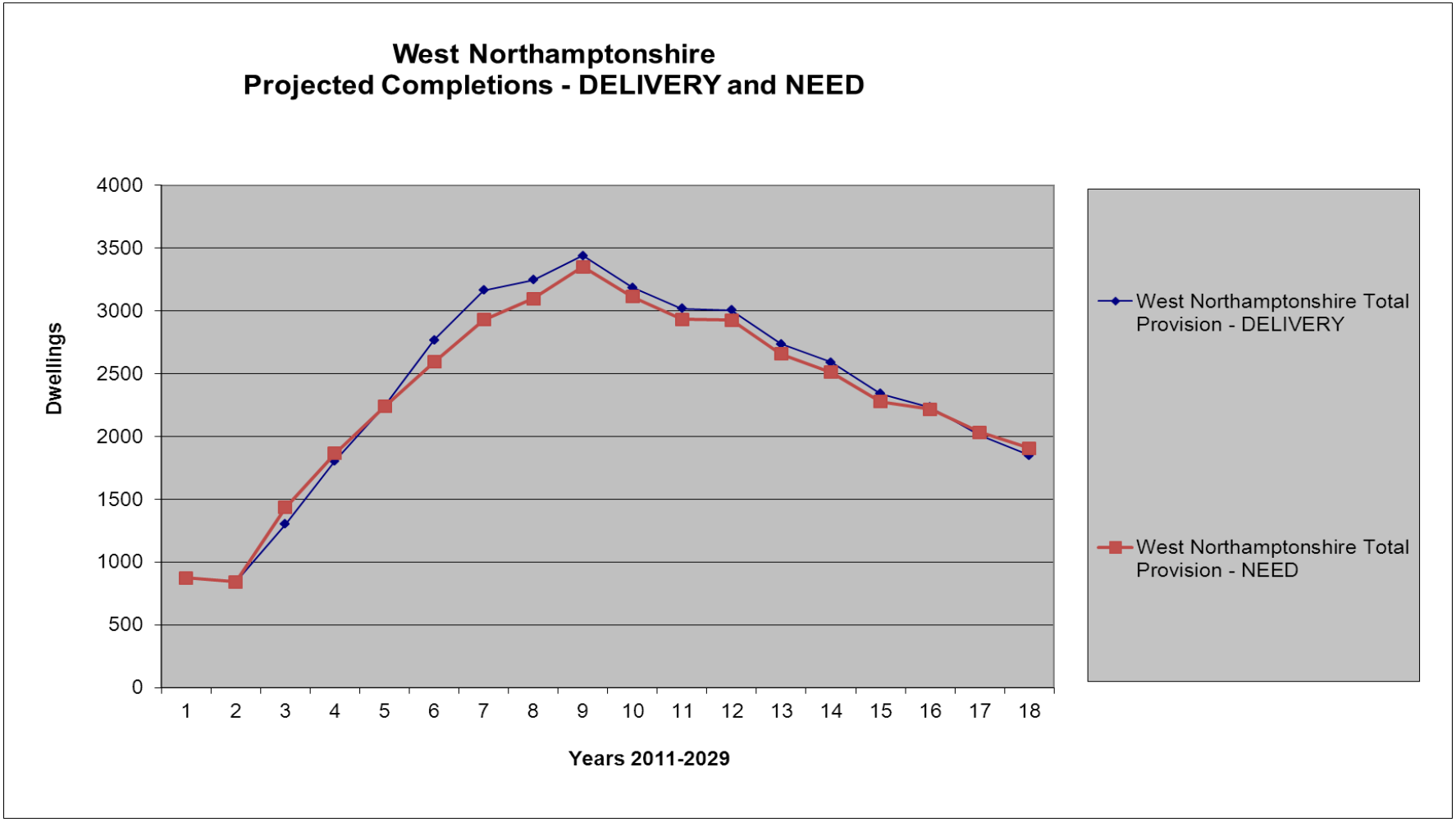
Section 18.0 – Appendices

B. Proposed Trajectory (based on delivery profile and requirement to meet need (where different) 2011-2029 by Northampton Related Development Area (NRDA) and Residuals for Daventry District and South Northamptonshire Council Areas

	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	Totals 11-29
DDC - Excluding NRDA (DELIVERY and NEED)	145	98	264	350	462	465	561	590	580	470	450	450	430	425	325	300	310	310	6985
NRDA (DELIVERY and NEED)	423	516	785	1129	1392	1742	1981	2154	2418	2291	2130	2123	1875	1735	1600	1565	1370	1244	28473
SNC - Excluding NRDA (DELIVERY)	304	226	250	325	390	559	620	502	440	425	436	430	430	430	414	366	331	295	7173
SNC - Excluding NRDA (NEED)	304	226	385	385	385	386	386	351	351	351	351	351	351	351	351	351	351	351	6318
West Northamptonshire Total Provision - NEED	872	840	1434	1864	2239	2593	2928	3095	3349	3112	2931	2924	2656	2511	2276	2216	2031	1905	41776
West Northamptonshire Total Provision - DELIVERY	872	840	1299	1804	2244	2766	3162	3246	3438	3186	3016	3003	2735	2590	2339	2231	2011	1849	42631

Section 18.0 – Appendices

Proposed Modification to include new 'Projected Trajectory' Graphs in Appendix 3 (see Proposed Modification MM 60 above)



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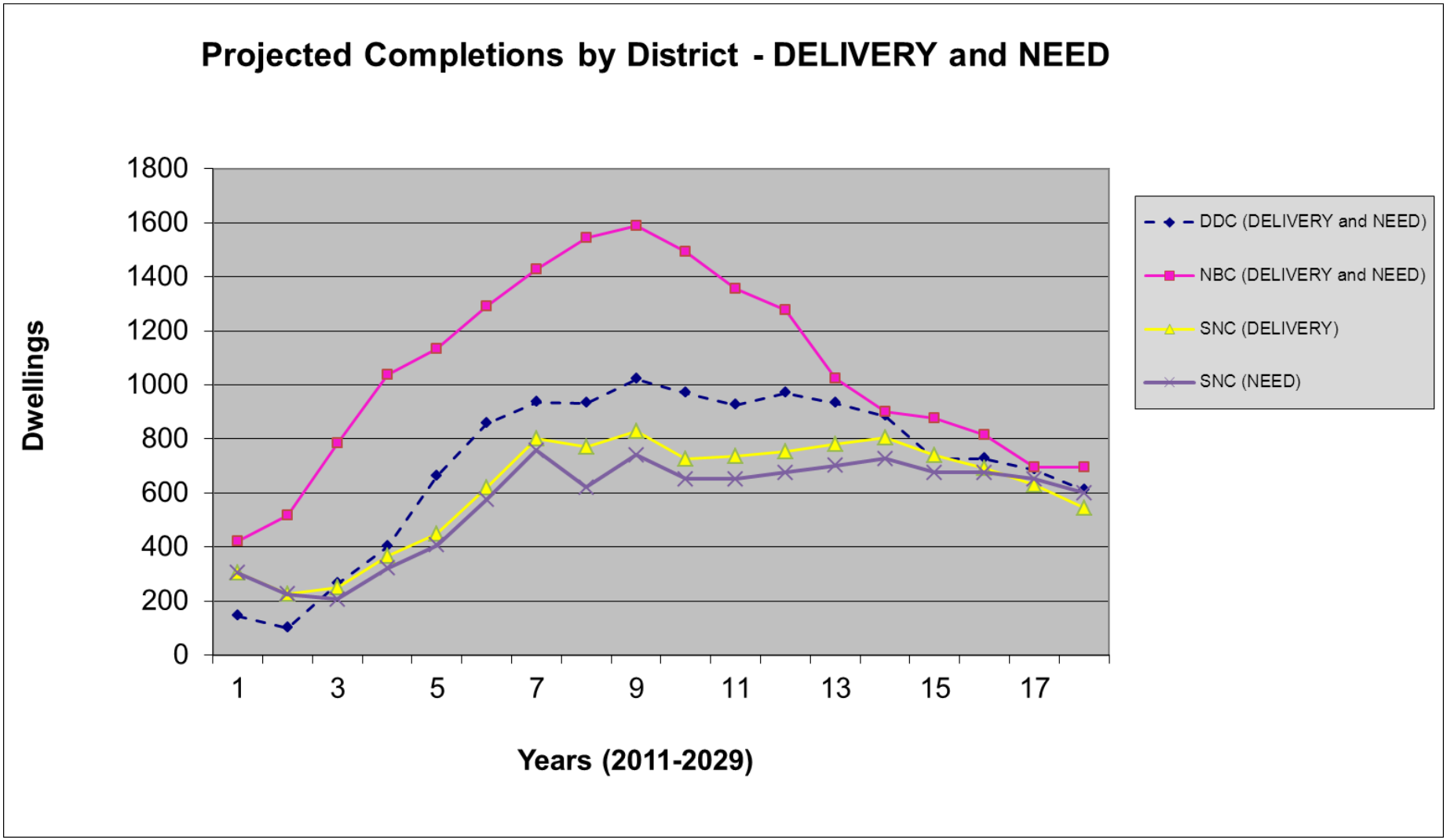

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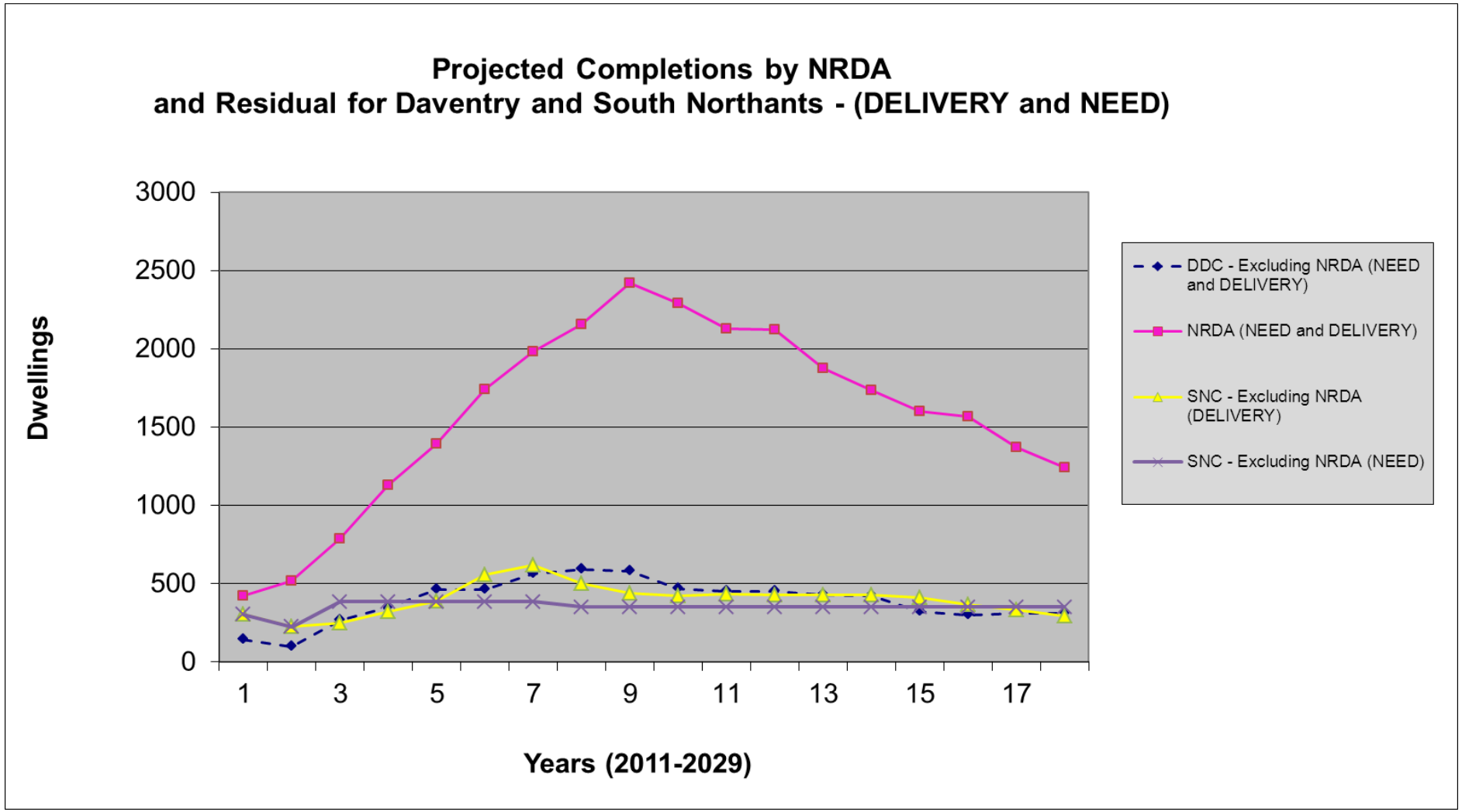

Section 19.0 – Glossary of Terms

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 62	257	Glossary of Terms	Additional Glossary definition for economic development. Factual update.	Insert the following new definition into Section 19.0 Glossary of Terms: *"**Economic development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development)."*	Factual update.
MM 63	257	Glossary of Terms	Amended Glossary definition of High Speed 2. Facutal update.	Update the HS2 definition as follows: "High Speed 2 (HS2) – A fast rail route *running initially* between London and Birmingham, with *later extensions to Leeds and Manchester*, ~~*with the possibility of extension to Glasgow or the East Midlands*~~."	Factual update.
MM 64	258	Glossary of Terms	As agreed at the Examination Hearing Session 13.	Amend the definition of Local Centre as follows: "A centre that includes a range of small shops and services of a local *convenience* nature, serving a small catchment. They might typically include a small supermarket, a newsagent, a sub-post office, a pharmacy and take-away. ~~and laundrette as defined in PPS4."~~	To ensure the definition is consistent with the words of the individual policies relating to Sustainable Urban Extensions.
MM 65	259	Glossary of Terms	Additional Glossary definition for safeguarding. Factual update.	Insert the following new definition into Section 19.0 Glossary of Terms: *"**Safeguarding:** This is a technical term for an established part of the planning system that protects large-scale infrastructure projects, such as roads or railways, from conflicting developments. It provides a statutory mechanism by which Local Planning Authorities (LPAs) must consult HS2 Ltd on new and undecided planning applications which fall within the safeguarded area and it provides HS2 Ltd with a statutory remit to comment on such applications. The safeguarding direction also puts in place statutory blight provisions whereby owners of land or property within the safeguarded area can serve a blight or purchase notice on the Secretary of State for Transport or Local Planning Authority respectively."*	Factual update.

Section 20.0 – Maps and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
MM 66	262	Figures 2 and 3	Modifications proposed as a consequence of the further work requested by the Inspector. Factual correction.	Amend Figures 2 and 3 – The Key Diagram and Key Diagram Enlargement as follows: 1. Add the following new allocated sites: • Policy E8 – Northampton Junction 16 Strategic Employment Site • Policy N9A – Northampton Norwood Farm / Upton Lodge SUE 2. Include extended boundaries for the following allocated sites: • Policy N3 – Northampton North SUE • Policy N4 – Northampton West SUE • Policy N6 – Northampton South of Brackmills SUE Amend Figure 2 to replace the Policy C2 notation with Policy C3 notation.	1. To reflect the outcome of the objectively assessed needs work. 2. Factual correction.
MM 67	266	Figure 4	Modifications proposed as a consequence of the further work requested by the Inspector	Amend Figure 4 – Northampton Related Development Area Map as follows: 1. Add the following new allocated site: • Policy N9A – Northampton Norwood Farm / Upton Lodge SUE 2. Include extended boundaries for the following allocated sites: • Policy N3 – Northampton North SUE • Policy N4 – Northampton West SUE • Policy N6 – Northampton South of Brackmills SUE	To reflect the outcome of the objectively assessed needs work.
MM 68	267	Figure 5	Modifications proposed as a	Amend Figure 5 – West Northamptonshire Proposals Map – to include the following:	1. To reflect the outcome of the

Section 20.0 – Maps and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
			consequence of the further work requested by the Inspector. Factual update.	• NRDA Boundary • Neighbourhood Area • HS2 Safeguarded Area • Inset Maps 16 and 17 • Indicative Structural Greenspace associated with SUE – to be shown in the Legend.	objectively assessed needs work. 2. Factual update.
MM 69	268	Inset 1	Factual update.	Added “HS2 Safeguarded Area”.	Factual update.
MM 70	269	Inset 2	Factual update.	Added “HS2 Safeguarded Area”.	Factual update.
MM 71	274	Inset 7	Modifications proposed as a consequence of the further work requested by the Inspector. Factual update.	Extended “Northampton West SUE” boundary. Amended Structural Greenspace associated with the SUE area. Added “Neighbourhood Area”.	1. To reflect the outcome of the objectively assessed needs work. 2. Factual update.
MM 72	275	Inset 8	Factual update.	Added “Neighbourhood Area”	Factual update.
MM 73	277	Inset 10	Modifications proposed as a consequence of the further work requested by the Inspector. Factual update.	Extended “Northampton North SUE” boundary. Amended Structural Greenspace associated with the SUE area Added “Neighbourhood Area”.	1. To reflect the outcome of the objectively assessed needs work. 2. Factual update.
MM 74	278	Inset 11	Modifications proposed as a	Extended “Northampton South of Brackmills SUE” boundary. Amended Structural Greenspace associated with the SUE area.	1. To reflect the outcome of the

Section 20.0 – Maps and Key Diagram

Ref	Page	Policy/ Paragraph	Notes	Proposed Main Modification	Reason for a change
			consequence of the further work requested by the Inspector. Factual update.	Added “Unbuilt development with planning approval in principle / planning permission”.	objectively assessed needs work. 2. Factual update.
MM 75	280	Inset 13	Factual update.	Added “Neighbourhood Area”.	Factual update.
MM 76	283	Inset 16	Modifications proposed as a consequence of the further work requested by the Inspector.	New Inset Map for “Northampton Norwood Farm / Upton Lodge”.	To reflect the outcome of the objectively assessed needs work.
MM 77	284	Inset 17	Modifications proposed as a consequence of the further work requested by the Inspector.	New Inset Map for “Northampton Junction 16 Strategic Employment Site”.	To reflect the outcome of the objectively assessed needs work.
MM 78	286	Figure 7	Factual correction.	Special Protection Area Boundary corrected.	Factual correction.