

This is a meeting on planning **policy** – so the question must be – “do the sites in front of you meet North Northamptonshire policy?” –

well, your [Joint Core Strategy](#) articulates your aims.... it wants “place shaping, focusing on the issues that matter to local communities and providing a context within which community led planning initiatives can flourish and prosper”

You want EMPOWERED AND PROACTIVE COMMUNITIES -

We certainly are “PROACTIVE” –299 responses to [consultation](#) of Local Plan housing sites – 89 refer to Cotterstock Road (that’s 30% - far more than any other site).

But this is not “community led planning” - 98.9% of the replies are against the site being developed, mainly due to highways and odour.

“EMPOWERED” – tonight will tell, if the Plan remains unchanged, when better sites are clear.

POLICY 1’s aim of all people enjoying “a better quality of life, without compromising the quality of life for future generations” sits unhappily with siting 130 families by a sewage treatment plant - a Freedom of Information request shows that ENC has received many odour complaints since 2000, on top of those by Anglian Water.

POLICY 5 asks that “Development should contribute towards reducing the risk of flooding” so it’s odd that the Draft Plan allocates sites where surface flooding is likely.

JCS wants “to make walking the first choice of transport” and “encourage a shift away from car use”. POLICY 8 asks that Development “Integrates well with existing cycle, pedestrian, public transport” and resists “developments that would prejudice highway safety;”

One site in the assessments (Benefield Road) is

- on Oundle's only bus route, the X4;
- by the proposed Greenway access to Oundle
- on Policy 19's Green infrastructure corridor to Little Gidding
- but isn't in the Draft Plan.

The anomaly is that the Cotterstock Road site IS IN – but

- *could not be further from a bus route*
- *is NOT on any proposed cycle routes*
- “performs badly” *in DLP's assessment with no* “safe or suitable means of access on to the highway”.

It's far from town centre “at the northern edge of the town.....which goes against JCS's ambitions to achieve a “modal shift away from the private car”, and a 20 % reduction in car journeys “from new developments”.

The Urban Structure Study worries about congestion - a recent traffic assessment shows the main road out of Oundle is almost at maximum capacity, so forcing the traffic from two new large housing sites into it is crazy, especially when suitable locations on the X4 route exist.

JCS wants “local players collectively using their influence.....to create places where people want to live”.

Sighting key development next to sewage farms, busy main roads and away from the green transport system DOES not do that, so the Draft Plan does not test well against your own Joint Core Strategy.