WNC Planning Briefing Q&A – 21 October 2026

Question	Answer
Why does this section not reflect the new planning policy about transport connectivity to work?	The local plan sets out various requirements regarding transport connectivity including as set out in PL6 and TR1. If it is being suggested that further policy be referred to, this should be identified in representations on the plan.
Why is N20 being included when it has been rejected by the planning committee?	An application was refused at planning committee based on committee's application of current policy. The plan considers the wider principle of development on the site and sets new policy for future decision making.
You are showing us lots of slides where there are clearly additional sites adjacent to them where housing could go - which would meet the new planning directive of building houses where people can work and travel by foot, cycle or public transport?	The Local Plan allocates sites that are in accordance with the spatial strategy. They have been through the site selection process and are considered to be suitable, available and achievable. Whilst there are other sites, nearby, these are not considered suitable, available and achievable. The assessment of sites can be seen in the Evidence Base section of our website
Housing in Daventry does allow people to access employment but what infrastructure is going to support the housing and how are they going to be made affordable so that they do sell?	The Daventry housing allocation policies refer to various types of infrastructure which will be required to support growth. The Council is working with partners and infrastructure providers to get more certainty over requirements, costs and phasing. The affordable housing target for Daventry has been set at 10% in the emerging WNLP which reflects a whole Plan viability exercise.
Northampton is going to have lots of houses on the outskirts that will require people to drive into Northampton. There do not appear to be any plans for parking - particularly with the loss of Mayorhold?	The Local Plan does not propose any new car parks within Northampton. The town centre allocations that it proposes will need to consider parking as part of the individual design and planning processes. The Local Plan itself is supported by a transport assessment which includes connectivity assessments and proposals for active travel.

Why do none of these plans name the surrounding roads to make the exact position of proposed developments obvious?	The maps for individual allocation development principles are based on Ordnance Survey base mapping. The scale of the maps precludes including all road names, however, key road names have been included.
The actual plan does 1000 at Long Buckby why is this lower than planned and why is it not the 5000 new settlement with new infrastructure which would be meet the Government Policy?	The plans allocation at Long Buckby supports the delivery of a spatial strategy that has been developed whilst considering technical evidence and responses to previous consultation exercises.
Has any thought been given to the pressure on Tove roundabout at Towcester where A5 meets A43?	The Local Plan is supported by a transport assessment that sets out where necessary mitigation needed to address the impacts of the development proposed in the plan.
Can WNC block the loophole whereby self builds avoid paying CIL?	This is beyond the scope of the Local Plan.
It would appear that there has been an arbitrary allocation of housing proportionate to settlement size regardless of sustainability, resources, transport and with total disregard of local views inc Neighbourhood Plans?	Please refer to the rural area background papers SS5 Rural Settlement Hierarchy Background Paper SS5 Appendix 2 Settlement Hierarchy Calculations SS5 Appendix 4 Qualitative Assessments for Settlement Hierarchy SS6 Rural Area Housing Requirements Background Paper (October 2026)
Woodford Halse has submitted a 20 page legal objection to the classification of a Primary Village and a 34 transport appraisal which includes the connectivity tool assessment. You have stated on this call that you have taken this evidence into account. Please would you send us the evaluation of this evidence since it was prepared by Planning Experts?	Please refer to the rural area background papers and Regulation 18 Statement of Consultation SS5 Rural Settlement Hierarchy Background Paper SS5 Appendix 2 Settlement Hierarchy Calculations SS5 Appendix 4 Qualitative Assessments for Settlement Hierarchy SS6 Rural Area Housing Requirements Background Paper (October 2026)
If a proposal is made in excess of the R6 target for a village will this be grounds for refusal?	The figures in R6 are minimum housing requirements. If proposals come forward for sites which would exceed the requirements they would be considered on their own merits, taking into account other

	considerations like the scale of the proposal in relation to the size of the village, physical constraints and infrastructure.
We would also like to see the transport connectivity document for the Rural Allocations added to the Local Plan website. It is there for the towns but not the villages?	The Local Plan does not make rural allocations.
I appreciate that but if for example some developer puts in a proposal for 200 houses in a village with a target of 267, how would this be acceptable in terms of the local plan?	In a situation where the proposal is lower than the requirement, it would be considered on its merits. The expectation would be that other sites would come forward to meet the balance.
The cost and effort involved in preparing a Neighbourhood Plan is beyond many smaller rural councils. Will there be a way that such rural councils can respond to housing allocation proposals and determine where those homes should go in such a way that this carries equal weight as if it was in Neighbourhood Plan? This would help numerous rural councils.	Only the Local Plan and neighbourhood plans would have development plan weight. The Council has a duty to support parish councils to produce a NP and will explore ways in which this can be done. NPs should be succinct and cover local issues. They can be single issue NPs making site allocations.
As before, just when is anyone going to prove to the general public that West Northants needs all these houses, rather than just having the nebulous figures foisted on them?	The National Planning Policy Framework sets out that local plans have to meet identified need. The approach to identifying need is set out in the NPPF. If the plan does not do this it will not be found sound.
If only 32,000 new jobs, then why do we need 43,000 houses?	Please refer to the West Northamptonshire Housing and Economic Needs Assessment which discusses future jobs growth in relation to housing and demographic change. Chapter 15 is of particular relevance
How much weight does this emerging plan hold versus the existing plan - with particular reference to Furtho Pit?	The emerging plan is currently considered to have moderate weight. The existing Development Plan carries full weight.
Do you think those two new bridges over the M1 will get actually get built? How on earth does that make sense? How long would that disrupt the M1 for?	Policy EC12 requires that highway access must be designed to ensure all vehicle movements are routed through the existing DIRFT site to the west of the M1 avoiding direct access from local road networks. The promoters of the scheme indicate that this is viable. At this stage, we do not have information on what the impact on the M1 would be during the construction phase.
We need to know how we can influence this plan since our contributions to all of the	Comments made to previous consultations have been considered and changes made

section 18 consultations have been ignored. Do we wait for the Inspectorate Review and engage then?	where appropriate and justified. If parishes wish to make further comments, they should do this as part of the current consultation before the closing date of 23.59 on 16 November. All representations must be framed against the tests of soundness and legal compliance –advice on this is on our website. Comments have been reported as follows: Regulation 18 Statement of Consultation Report to Planning Policy Committee 14th September 2026
Does the plan take account of the proposals in Oxfordshire for large structures along M40 and A43?	The Council is aware of proposals adjacent to the District, including those referred to.
How will WNC be able to increase its manpower to assist those parishes without a NP?	The Council has a duty to support parishes preparing NPs. We will be updating the NP webpages to provide clearer and more specific guidance on the relationship between the LP and NPs regarding housing requirements.
Is there anything about the future use of HS2 sites - eg along A43 at Brackley/Radstone? Could they become lorry parks, or is their return to countryside conditioned in the original consents for HS2 construction?	The Plan does not make any allocations in relation to these sites which will be subject to restoration in accordance with the requirements set out in the original consents.
Are plans in place NOW to update the 5-year land plan or are we waiting for this plan to be approved?	A five year land supply report is produced on an annual basis with a base date of 1st April each year. The local plan will help to increase the supply of land for housing and should over time improve the position. However, Government guidance requires that the Council evidences that development will take place within the five year period, therefore in the case of large sites only part of the site will normally be counted towards the supply and in some cases won't be included in the five year supply for a period of time.