Objection by Long Buckby Parish Council – Planning Statement

Housing and Employment Allocation at Long Buckby Regulation 19 Pre-Submission Document West Northamptonshire Local Plan



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1.0 Introduction

1.1 Land & Planning Consultants Ltd has been instructed by Long Buckby Parish Council (LBPC) to provide professional town planning advice and object to the housing and employment allocations off Three Bridges Road put forward at Long Buckby in the Consultation Draft Regulation 18 West Northamptonshire Local Plan (CDR18LP) and the latest Pre-Submission Regulation 19 West Northamptonshire Local Plan (PSR19LP)

1.2 LBPC object in the most strongest of terms to what is an extremely ill-conceived proposal lacking in any merit and riddled with significant constraints.

1.3 LBPC is elected to represent the views of the Long Buckby community. These views are considered to be very important and it is clear that WNC has failed to take proper account of the objections to the Draft Regulation 18 Local Plan. As directed by central government, WNC has been forced to continue with the local plan process and the consequence is a Regulation 19 version of the plan that is not based on the consultations received on the Regulation 18 Local Plan. Accordingly, an undemocratic and unsound Regulation 19 Local Plan has been published.

1.4 LBPC are not against the principle of a modest amount of development in Long Buckby but it needs to be selected via a robust evidence-based approach. This has not been the case and will be discussed in this objection statement.

1.5 Long Buckby has certainly played its part as a Primary Service Village and experienced significant growth along Station Road in particular. In total there have been 274 completions in Long Buckby between 2011-2021 according to the 2021 WNC housing land supply report and this led to significant growth in population by 600 people between 2011 and 2021. This figure will grow by at least 300 between 2021-2028 due to new developments with planning permission.

1.6 Aside from an extended train station car park and a small amount of affordable housing, the developments have delivered limited improvements to the infrastructure of the village. WNC, despite requests, have failed to carry out a thorough review of the capacity of the village including a full TIA so WNC can fully appreciate all the constraints to development, not least the lack of opportunities to improve infrastructure within the village as well as roads into and out of the village.

2.0 Objection to Spatial Strategy Policy S1 (page 35/36)

2.1 The PSR19LP has been produced based on the 2024 version of the NPPF as confirmed in Paragraph 3.2, setting the context for its spatial strategy. LBPC reserve the right to amend its objection should the Inspectors at the examination allow reference to the 2026 version of the NPPF.

2.2 Whilst reference to a new settlement has been removed from Paragraph 3.5.6, it is still exactly the same proposal as that in the CDR18LP. Given the longer term strategy of a new settlement here eventually, then it should still be considered under the same criteria.

2.3 Although WNC carried out some studies as an evidence base for the Spatial Options Consultation at the time, there is a clear lack of any evidence base for identifying potential new settlements. Without such evidence, the 'first phase' of a new settlement is wholly inappropriate and causes unnecessary anxiety to the residents of Long Buckby.

2.4 LBPC's objection to the CDR18LP needs to be reviewed in tandem with this objection. It sets out the criteria for consideration of new settlements and demonstrates why WNC has failed to demonstrate that the proposal complies with the relevant criteria. It also demonstrates that a new settlement in principle at Long Buckby Station is fundamentally flawed.

2.5 Given the fact that the proposed housing allocation cannot be a new settlement then by definition it will be reliant upon the infrastructure of Long Buckby which has not been assessed with catastrophic consequences for the village.

National Planning Policy Framework

2.6 It is considered that WNC's approach is contrary to plan preparation guidance in paragraphs 16, 32 and 33 of the NPPF (2024):

> *"Plans should:*
>
> *a) be prepared with the objective of contributing to the achievement of sustainable development;*
>
> *b) be prepared positively, in a way that is aspirational but deliverable;*
>
> c) *c) be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*" (paragraph 16)

2.7 WNC has not engaged positively with the community of Long Buckby or LBPC which questions the legal compliance of the plan. Contrary to paragraph 33 of the NPPF (2024), the local plan strategy will have significant adverse social and environmental impacts on the local environment and people of Long Buckby. It is considered that alternative options haven't been properly pursued and the impacts in a number of instances cannot be mitigated. Consequently, the relevant issues have not been addressed and thus the PSR19LP Spatial Strategy is unsound.

2.8 Furthermore, there is no strategic environmental assessment for the strategic employment and housing allocations at Long Buckby. It is considered that due to the scale of development, sensitivity of all the environmental issues and the significant scale of infrastructure required that an EIA or equivalent is required. LBPC are not aware of any EIA or screening opinion. Given that an allocation in a local plan will mean a presumption in favour of granting permission then it is considered a site specific environmental assessment is required in order for the Local Plan to be legally compliant and sound.

Spatial Strategy Site Selection

2.9 It is clearly evident that the strategy of a strategic housing and employment allocation at Long Buckby is based on paragraph 77 of the NPPF (2024). It is considered that WNC has failed to properly consider this government strategy and has simply chosen the only site with a railway station and a willing landowner on the other side of the railway.

2.10 This is not the intention of paragraph 77 of the NPPF. It is considered that WNC has erred here. The NPPF should be read as a whole. The Local Plan should be positively prepared in accordance with paragraph 36 of the NPPF and it is considered that WNC has failed to comply with the soundness tests (criteria a-d).

2.11 Policy S1 of PSR19LP also fails to comply with paragraphs 11a) and 11b) of the NPPF which state:

> "*Plans and decisions should apply a presumption in favour of sustainable development.*
>
> *For plan-making this means that:*
>
> *a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas6, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area7; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

2.12 It is clear that the policy lacks a comprehensive assessment of all the Social, Environmental and Economic constraints and thus can only fail in demonstrating that the housing and employment allocation is sustainable development. Furthermore, it is considered that the adverse impacts are not outweighed by the benefits.

2.13 According to paragraph 9.1.6 of the PSR19LP, WNC seems to justify its strategy based on the ministerial statement of November 2025. However, the plan has to be tested against the NPPF of December 2024 only. It is clearly evident from the 18th November 2025 ministerial statement that this proposal related to the revised NPPF which was published subsequently in August 2026. Accordingly, this justification must be struck out from PSR19LP as the proposal at Long Buckby Station should only be tested against the 2024 version of the NPPF.

2.14 Notwithstanding this, ministerial statements (including the subsequent August 2026 statement) make it clear that the intention is for development to be located on under developed land around 'well-connected' areas which is not the case at Long Buckby. As explained in the next section of this statement, Long Buckby is severely constrained by poor quality road and other infrastructure. Apart from the train service, other connected public transport is poor with only a limited bus service of roughly hourly to Daventry, the last bus leaving Long Buckby station at 19.24, no Sunday service, and 17 weekday trains arriving after the last bus has gone. It is simply not sufficiently convenient or frequent to attract people away from their cars. The housing allocation is proposed to the south of the railway and village, thus is poorly connected and in the open countryside.

3.0 Objection to Policy LB1 – Housing (Page 214)

3.1 LBPC object to Policy LB1 in the strongest of terms. Legal compliance in the formulation of the Local Plan in relation to this policy is questioned and it is certainly considered to fail the soundness tests.

3.2 LBPC have grave concerns over sustainability as well as the physical and technical constraints to development. The lack of evidence base suggests that these constraints have not been properly researched and certainly haven't been properly compared to any alternative railway locations or new settlement/alternative major settlement expansions.

Sustainability

3.3 Whilst it looks like a laudable objective on paper; putting development next to a train station, is not the panacea to create sustainable development. It is not as basic or as simple as this. Commuting by train only works if it goes straight to major local employment areas. The strong evidence in Long Buckby is that it doesn't. At the 2021 Census, in the two census areas that cover Long Buckby (West Northamptonshire 005B and 027B), 23 of the 1,590 residents in employment (1.4%) travelled to work by train and 838 (53%) drove a car or van, while 547 worked mainly at home. Of the 1,043 who travelled to a workplace, 80% drove and 2% took the train. At the 2011 Census, before Covid, 104 of the parish's 2,026 working residents (5.1%) travelled by train and 1,538 (75.9%) by car or van.

3.4 The mere existence of a train station does not mean new inhabitants will use it. WNC needs to look a little wider at the potential for public transport usage in order for a new settlement or major housing allocation to be sustainable. WNC admitted in the CDR18LP that Daventry is the nearest main settlement for a range of services, facilities and employment. Yet it doesn't have a train station and so train journeys to Daventry are not possible. Buses to Daventry are hourly but there is no evening, night time or Sunday service and it's a slow journey compared to a car, so far less attractive especially when car parking is so convenient in the town. The overwhelming evidence is that circa 85% of journeys will be made by car as was made clear by the previous transport assessment by Tutum Consulting commissioned by LBPC that found a maximum of 5% of all journeys would be by train.

3.5 It is evident that WNC has failed to use the Government's connectivity tool in the preparation of its Regulation 19 Local Plan. As evidence by the connectivity tool extract in Appendix 1, the proposed housing allocation scores poorly and is a sea of blue of circa 30/100 at best. The connectivity tool was launched alongside a ministerial statement 11th December 2025 with the aim of ensuring policy makers could use commonly agreed evidence to define connectivity and sustainable locations for development.

3.6 Had WNC undertaken such an exercise, it would have been apparent that there are much better locations for major growth that are better connected. Some of these are proposed by developers such as land at Holly Lodge Drive/Boughton Green Road. The most obvious location that scores highly is Roade and even used to have a railway station. Roade is comparatively very well connected being located less than 2 miles away from the edge of Northampton and less than a mile from the Northampton Gateway strategic logistics park. Clearly the old station could be re-instated or a new one opened at the new rail freight interchange. Unlike Long Buckby there is a secondary school and other major infrastructure such as the A508 road to the M1 and Northampton which has a tandem cycle/pedestrian way. Given this, it is wholly illogical to select Long Buckby as the preferred location for growth.



Picture of Roade Railway Station

3.7 Given the lack of employment opportunities at Long Buckby, it is inevitable that a major housing allocation/new settlement would simply create a very large housing estate and almost be wholly reliant on private car use. The centre of Long Buckby will be too far for the majority of new inhabitants to walk, especially uphill. The reality is that it would be one of the most unsustainable housing allocations in West Northamptonshire and its carbon footprint would simply be unacceptable.

3.8 Aside from encouraging unsustainable private car use, the location of development does not make any sense. Physical boundaries are extremely important when allocating land to prevent urban sprawl. The railway is an extremely strong physical boundary to contain development. Breaching this boundary simply encourages

urban sprawl into the open countryside and significantly erodes the important gap between Daventry, the latter of which is already planned to sprawl up to the A5.

3.9 It is clear from a quick analysis of the village from aerial photography that there are substantially better and more sustainable sites that could be allocated for more modest development to meet local needs that would be far more appropriate and better relate to the plan's strategy of concentrating development in towns.

Transport Constraints

3.10 WNC conceded previously that off-site highway works is a weakness and admitted that the necessary transport work had yet to be undertaken in its Spatial Options Consultation document. This issue does not seem to have been resolved.

3.11 As found previously in Tutum Consulting's report commissioned by LBPC, the existing infrastructure is inadequate. Three bridges Road as the name implies is extremely constrained with numerous narrow sections and one vehicle passing pinch points. It is frequently closed for emergency repairs and further significant traffic could result in this ailing road passing breaking point.

3.12 Any road/bridge widening or new bridges costs millions of pounds and a new railway bridge would cost in excess of £50 million. Accordingly, highway capacity and the ability of the existing infrastructure should have been investigated thoroughly before proceeding with this housing allocation and LBPC's request to do so has simply been ignored.

3.13 The above evidence would suggest that the road infrastructure constraints and costs are simply prohibitive and render such a proposal unviable. A full TIA should have been commissioned for the Long Buckby housing allocation prior to the Regulation 19 version of the Local Plan to include an assessment of all local roads.

3.14 Whilst there is a bus stop on Station Road, the service is inadequate as a means to conveniently accessing services in the centre of Long Buckby as acknowledged in the Site Selection Background Paper dated January 2026. This makes car transport inevitable into the village centre which is already severely congested.

Highway Safety

3.15 The Tutum Consulting report identified some serious highway safety concerns with the existing A5 junction and given the significant increase in traffic and queuing from 1000 homes, then these issues will be exacerbated. The existing A5 junction at Long Buckby Wharf is a black spot according to traffic accident data, especially with drivers trying to cross the A5 to get to Daventry. Whilst a remodelled junction is proposed under the Daventry SUE, there are grave doubts over its financial viability. In terms of timing, given the SUE's circa 24 year phasing, it seems

unlikely that such a roundabout junction will be open by the end of the plan period in 2043.

3.16 Locally, the Three Bridges Road is also notorious as being narrow in places and a significant highway safety issue unless a new road is built. As an addendum to Tutum Consulting's report, it has since been confirmed that Three Bridges Road is a 'C' class road which is a local classification and not recognised nationally.

Village Capacity

3.17 As stated in the TCPA guide to New Settlements, every town has its limits, in this case a village. Long Buckby has seen significant growth over the last decade with an increase in population by 600+ people. This has already put a significant strain on local infrastructure and as reported in the previous Tutum Consulting report, the existing car parks in the village centre are already at full capacity.

3.18 The majority of people would drive to Long Buckby centre as the walking times, especially south of the railway would be beyond the average distance that people are prepared to walk in the UK notwithstanding being uphill! The congestion caused to the centre of Long Buckby from circa 1000 homes would be severe and could cause gridlock. The centre was not designed for such traffic and there would be nowhere to park. Not all problems with new settlements can be solved, even with government funding. In this case, there is no solution to increasing car parking capacity at Long Buckby. Accordingly, the proposed major housing site would cause detrimental harm to the quality of life for existing Long Buckby residents.

3.19 Local facilities and amenities are also at full capacity. Local residents have reported that the medical practice has capacity issues with long waiting times to get an appointment. The same for dentists and other facilities, amenities and services in the village. There is no space for the existing infant and primary schools to expand and there is no secondary school in Long Buckby which should be a pre-requisite for such a major housing allocation. The Parker E-ACT secondary school in Daventry is already at capacity and any spare capacity at DSLV will be used by existing planning permissions. A secondary school site is reserved for the Daventry SUE but is likely to be full from the 4000 houses allocated to it and unlikely to be open for at least 10 years. Guilsborough is close to capacity so WNC are currently proposing a long commute to Northampton School in Moulton but this is already at capacity per year group so where will the children go?

3.20 Environmental capacity is another issue and discussed under heritage impact below. As already stated, an environmental impact assessment has not been undertaken to support the housing allocation and it is considered that this is an omission which questions the plan's legal compliance. This should have been undertaken together with a village capacity study.

Heritage Impact

3.21 The proposed housing allocation would impact the Long Buckby Conservation Area due to the inevitable congestion caused and would have a direct detrimental impact upon the Grand Union Conservation Area at Long Buckby Wharf (see Appendix 2). The impact upon the landscape setting as well as the significant traffic congestion will cause substantial harm to Long Buckby Wharf's tranquil setting.

3.22 Long Buckby village has 34 listed buildings and there are an additional 4 at Long Buckby Wharf. The remains of Long Buckby Castle are also a Scheduled Monument. Given the grave concerns over traffic congestion and the environmental capacity of Long Buckby village centre where most of the listed buildings and Conservation Area are located, substantial harm to the character of these heritage assets again would be unavoidable.

3.23 It is considered that WNC has sufficiently assessed such harm to heritage assets contrary to guidance in the NPPF which states:

"*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.* (paragraph 212)

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; " (paragraph 213)

3.24 The listed buildings in Long Buckby are an irreplaceable resource and should be conserved for future generations to enjoy and learn from their history. It is considered that there are better alternative locations for new housing development in West Northamptonshire and therefore the public benefits do not outweigh the harm identified. WNC has also failed to undertake a heritage impact assessment which again is considered to be a pre-requisite for such a major housing allocation.

Floodplain & Drainage

3.25 Again, as recognised in the Spatial Options Consultation document, the flood plain is a significant weakness of this proposed housing allocation given the extent of Flood Zone 3 illustrated in Appendix 3 and will pose a major constraint to the size and location of development.

3.26 However, it is considered that the flood plain issue poses more serious issues that do not appear to have been considered. The development of circa 1000 homes will increase run off and create an enormous drainage challenge. Given the topography

of Long Buckby, the increase in surface water running downstream is likely to cause an enlargement of flood plain zone 3 and could blight Long Buckby Wharf and Whilton Locks which are particularly vulnerable.

3.27 Whilst developers will seek to use SUDS, these are not always possible and the geology of Long Buckby is generally boulder clay which would rule out soakaways. Flood attenuation storage (pond or more likely a lake) may well be possible but these still require an outfall into a watercourse and accordingly will be a significant challenge to overcome.

3.28 It is considered that a flood risk assessment and drainage capacity study is essential and should have been completed prior to confirming this allocation in the PSR19LP.

3.29 Foul drainage is an identified constraint and all the evidence suggests Long Buckby is not suitable for major housing growth. WNC's March 2025 Integrated Water Management Strategy (IWMS) undertaken by Binnies UK demonstrates (page 53/54) that there is no spare capacity in water recycling infrastructure. The report states the most suitable locations for growth in terms of wastewater infrastructure are Northampton, Daventry, Brixworth and to a lesser extent Towcester. Other smaller settlements also have spare capacity such as Brixworth and although Roade is not mentioned it would fall under Ashton which does have limited spare capacity.

3.30 The report further explains that Long Buckby is a key location of concern to Anglian Water in WNC area as the works are close to their environmental limit for phosphates. Water supply capacity hasn't been examined in detail except that it is noted that it is stressed across the study areas which is an additional concern as there is no concrete evidence that water supply in Long Buckby can be increased.

3.31 It is simply unsustainable to locate growth at Long Buckby when it has such a significant constraint to development and is contrary to WNC's own evidence. The strategy to improve wastewater infrastructure capacity is dated 2050 which is well beyond the Local Plan period.

Environmental Health Constraints

3.32 There are two major sites that affect environmental health.

3.33 The most obvious of these is the Whilton Sewage Treatment Works located east of the M1 and to the south of Three Bridges Road. The works are the subject of numerous complaints due to foul smelling odours. Anglian Water operates a cordon sanitaire in line with other water authorities and this extends up to 400 metres which affects the proposed allocation.

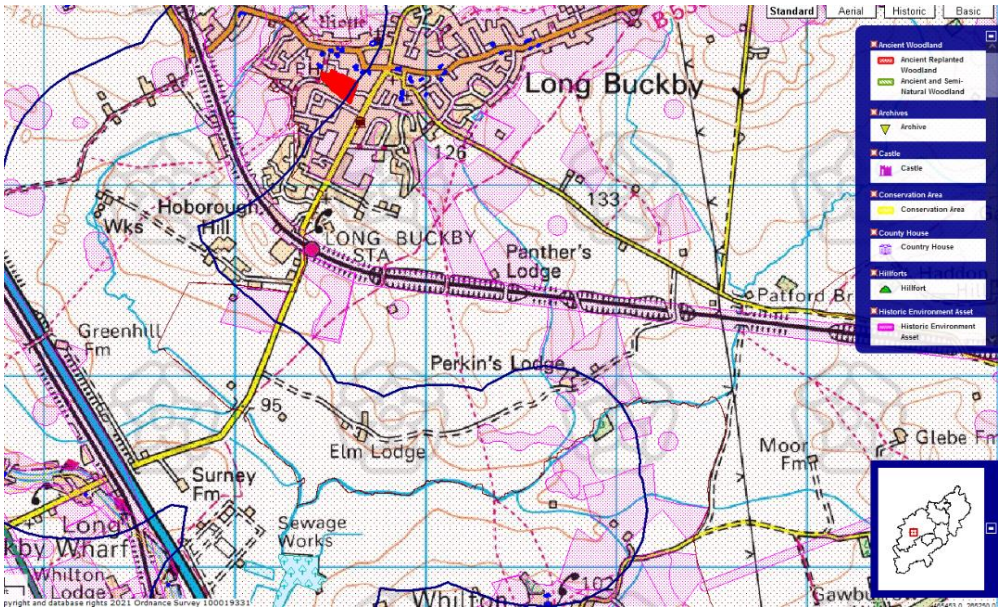
3.34 In relative close proximity to Whilton Sewage Treatment Works is Whilton Mill Karting. Together with noise from the M1, as with the aforementioned works, there will need to be a sufficient buffer zone in order that residents are not adversely affected by noise in accordance with WHO standards. Whilton Mill Karting is a

major local employer and stages the British Karting Championships. It is important for the local economy that it is not threatened by the proximity of new housing.

Archaeology

3.35 As confirmed in archaeological studies on the Station Road sites, this area of Long Buckby has a medieval and Roman history. The proximity to the A5 Watling Road increases the chance of important archaeological artefacts as this was of course a Roman road.

3.36 Evidence of medieval activity is still very prevalent today with ridge and furrow farming landscape still in tact around Long Buckby as confirmed by the former County Council GIS map below, e.g. the purple outline patches.



3.37 As confirmed by Historic England, ridge and furrow field systems are heritage assets and should therefore be protected. Once they have been developed, they are lost forever along with an important educational resource.

Other Constraints

3.38 There will be many other constraints to development but less prohibitive ones yet still important and need to be properly assessed such as landscape impact and ecology. In terms of landscape impact, former DDC's landscape character appraisal (2017) defined Long Buckby as "Undulating Hills and Valleys". Long Buckby is a hilltop village with associated rolling countryside and far reaching views and so development, especially to the south of the railway, will have an adverse impact upon this attractive landscape and setting of this historic settlement.

3.39 An additional grave constraint is the fact that the site is a sand and gravel minerals safeguarding area.

4.0 Objection to Policy LB1 - Employment Allocation

4.1 Simply allocating land for employment is not sustainable without first establishing an evidence base to justify the location, need and type of employment development. It seems this evidence base is lacking. In fact, WNC's Economic Background Paper September 2026 and HENA December 2025 both fail to mention Long Buckby.

4.2 If there was a need for expanding the existing employment area which was the former Maclaren factory there might be a case for supporting some limited expansion. However, WNC needs to assess the existing occupiers as part of this assessment. It is evident that some are for leisure use such as a swimming pool school and a gym which indicates a lack of demand for industrial units or offices. There is also a large agricultural business and this should be discounted as the agricultural industry will generally exercise their PD rights as significantly cheaper than leasing an expensive private industrial unit or warehouse.

4.3 According to WNC's evidence, the main economically viable employment sites are warehousing and distribution parks but such development would be prohibitive at Long Buckby. There is a height restriction of 3.7m and also a width restriction at the railway bridge towards the A5 which would prevent modern distribution HGVs. This would force HGV traffic into the village which would cause harm to the historic fabric as well as traffic congestion as due to on street parking; several sections of the village are single file.

4.4 Network Rail's records show 12 strikes at the A428 Althorp bridge and 3 at Buckby Wharf on Three Bridges Road, and the site promoter's own consultant says signalising the bridge is needed 'for highway safety and capacity reasons'.

4.5 The only acceptable mitigation would be a bypass at circa £100 million or a wider and deeper railway bridge at circa £50 million. Neither of these options are financially viable.

4.6 Even without warehousing, a proper assessment needs to be undertaken of whether Three Bridges Road, i.e. a 'C' class of road is capable of accommodating significant additional traffic and HGV traffic in particular. The same applies to the junction with the A5 which has a notorious accident record.

4.7 Finally, save for environmental health, the same constraints apply to this employment allocation as identified for the housing allocation in the previous section of this statement.

5.0 Legal Compliance and Soundness Tests

5.1 It is considered that the PSR19LP fails to be legally compliant because the plan lacks proper statutory environmental checks. The Sustainability Appraisal Report (CD3) contains errors and classes the employment allocation at Long Buckby as a housing allocation. The High Level Assessment (CD4) is woefully inadequate with the vast majority of the assessment for Long Buckby South being classed as 'uncertain' which supports the assertion in this statement of objection that there is insufficient research and evidence. It is considered that given this uncertainty and the professional opinion that it is a Schedule 2 Project; WNC should have commissioned an Environmental Impact Assessment or equivalent for the proposed growth at Long Buckby Station.

5.2 For the reasons explained in this statement, it is considered that Policy S1 and Policy LB1 fail the soundness tests as set out in the NPPF.

Positively Prepared

5.3 Policy S1 and Policy LB1 fail to set out a positive approach to delivering growth in accordance with Paragraph 36 of the NPPF. It is clearly evident that there is no objectively assessed need for 4ha of employment land at Long Buckby. It is also clearly evident that the adverse impacts of the policies substantially outweigh the benefits when assessed against the policies in the NPPF as a whole.

Justified

5.4 It is plainly evident that south of Long Buckby Station is not a sustainable location for such major housing and employment growth. WNC has failed to take account of reasonable alternatives and the evidence base is insufficient to reasonably support major growth here. The strategy is flawed and wholly inappropriate.

Effective

5.5 The constraints to development are so severe that Policy S1 and Policy LB1 are not considered to be deliverable. The evidence is that the infrastructure constraints cannot be effectively resolved to enable housing completions within the plan period. In addition, it is considered that the costs to resolving the site constraints are so substantial that the strategy and allocation is not financially viable. The Council's own assessments rate this land as not currently suitable and not currently achievable (Strategic Land Availability Assessment summaries, October 2026, site 28; Site Selection Background Paper, Appendix 5, page 2, site SLAA028). The same form then concludes 'The site is included' (page 12). The Council has not explained how the land became suitable and achievable.

Consistent with National Policy

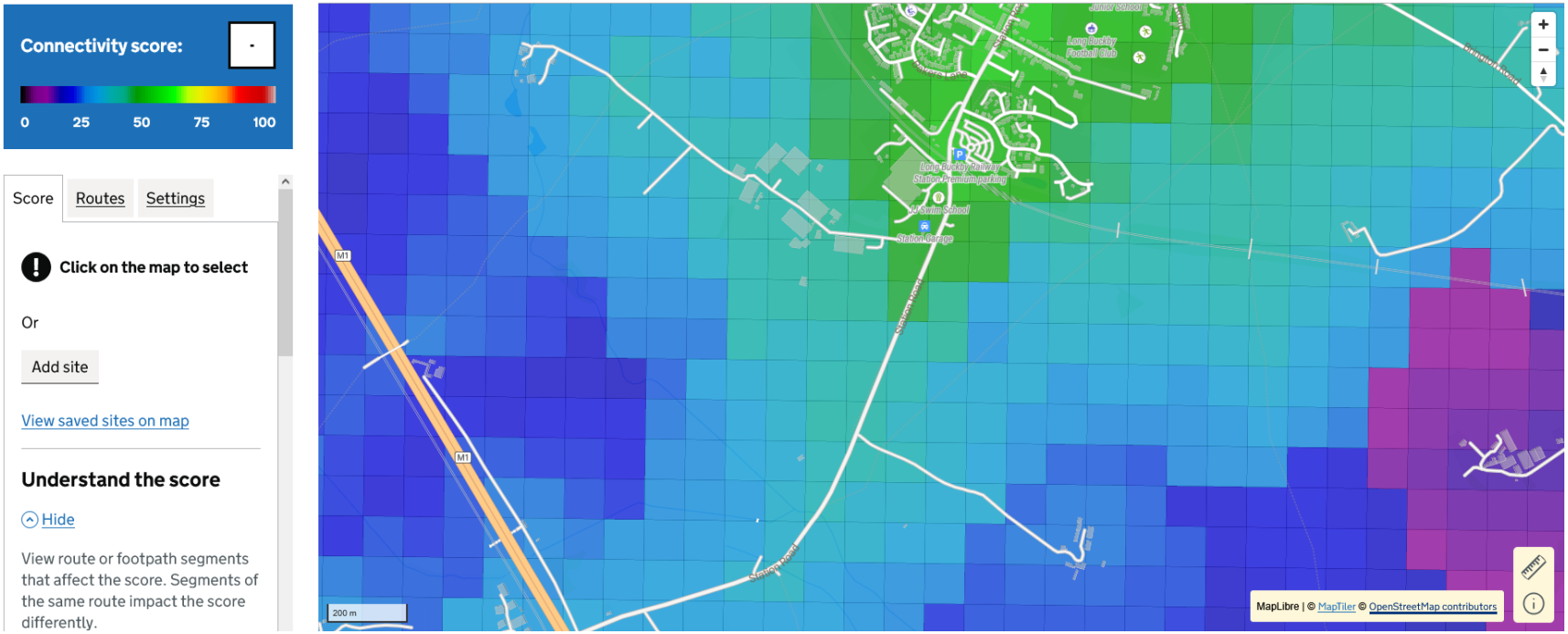
5.6 Policy S1 and Policy LB1 are inconsistent with national policy because they fail to achieve sustainable development and cause adverse more than substantial harm to the natural and historic environment including flood risk.

5.7 In conclusion, the proposed strategy of growth south of Long Buckby Station is ill-conceived and unsustainable. The adverse harm far outweighs any benefits and it is not possible to mitigate against the poor infrastructure or other prohibitive constraints such as the lack of parking in the centre of Long Buckby. It is considered that growth at Long Buckby Station should be deleted from Policy S1 and Policy LB1 should be deleted in its entirety.

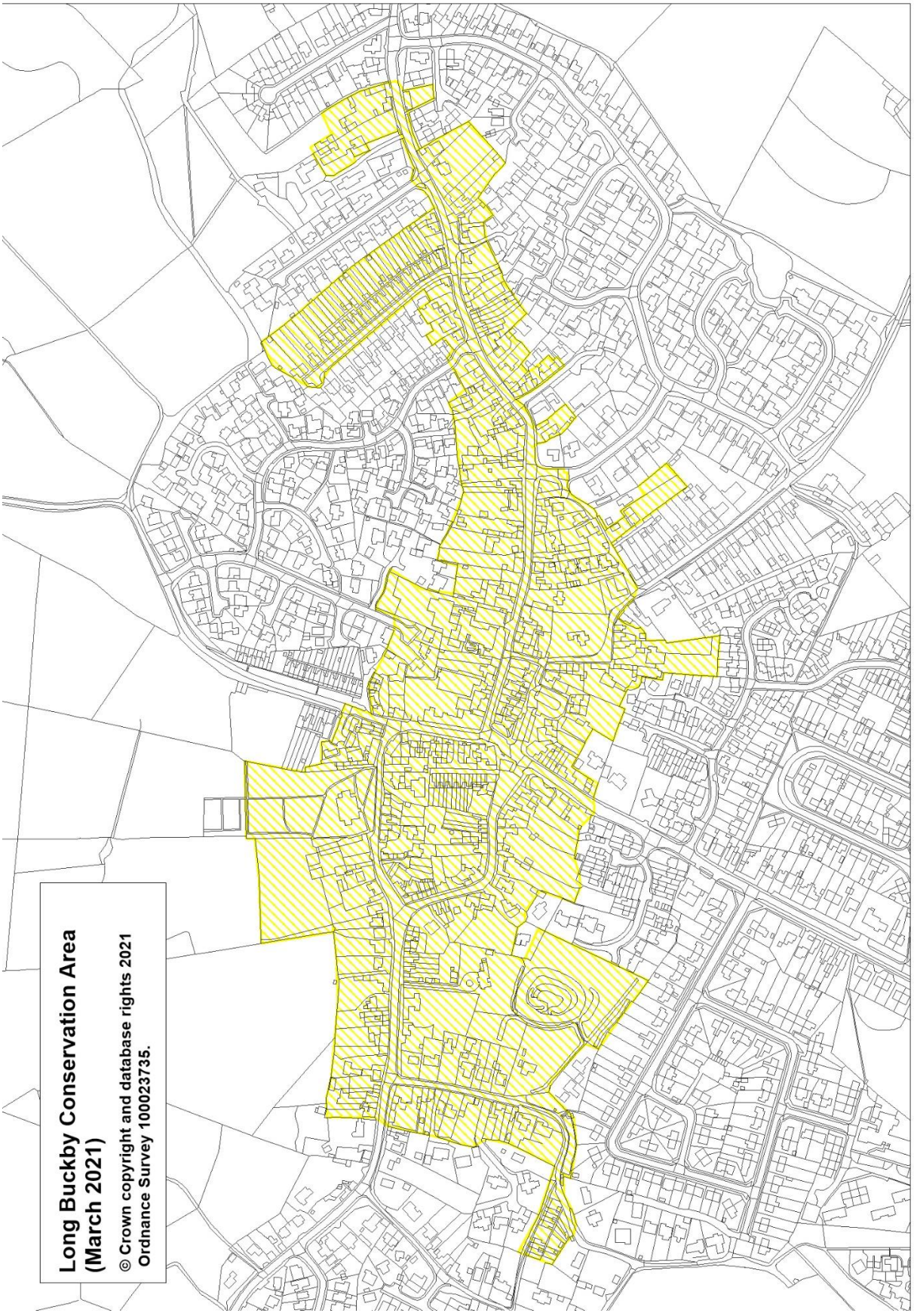
Examination

5.8 Given the significance of Policy S1 and Policy LB1, LBPC request to participate in the relevant hearing sessions at the Examination.

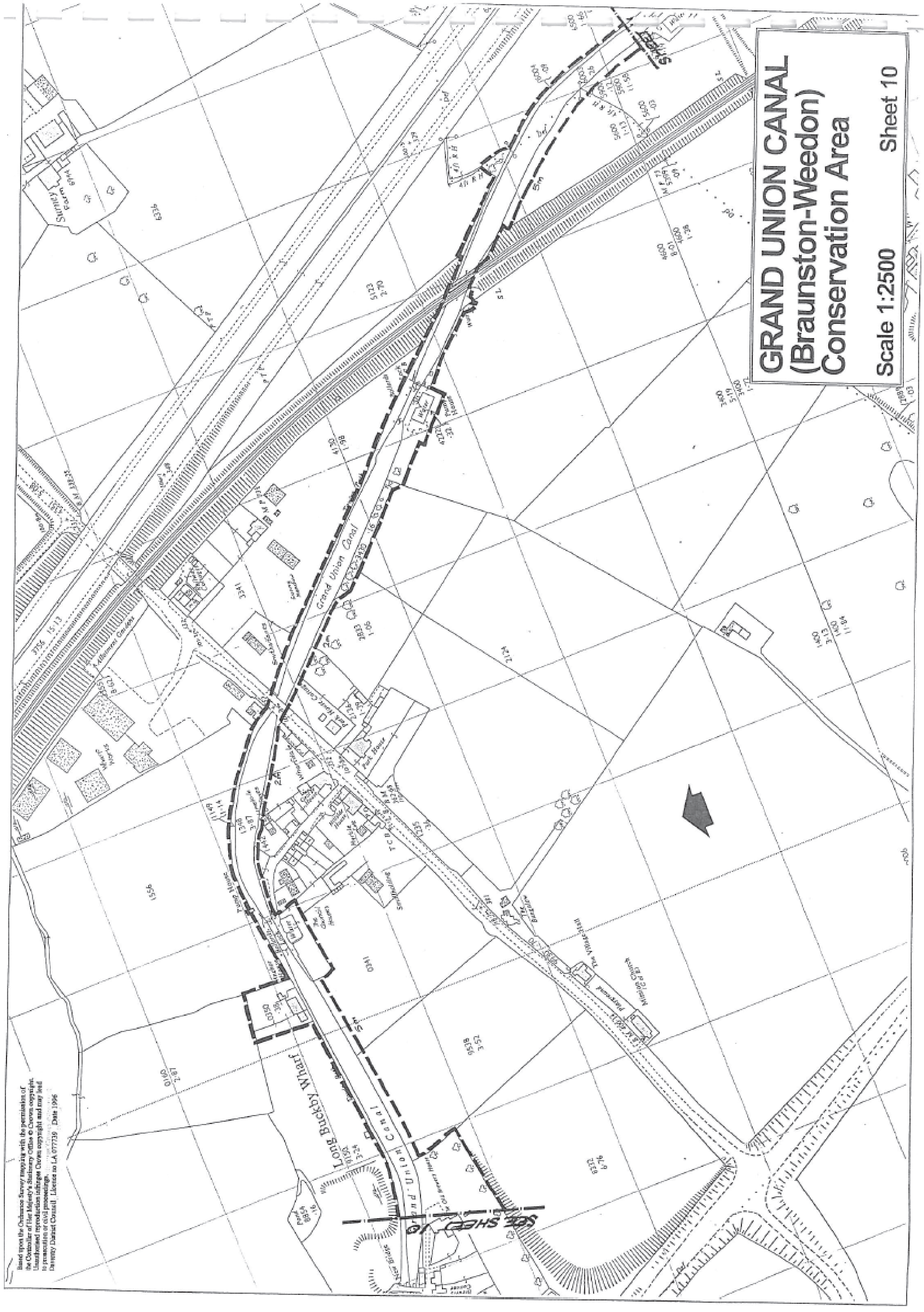
Appendix 1 – Government Connectivity Tool Extract for South of Long Buckby


Connectivity score:
-
0
25
50
75
100
Score
Routes
Settings
Click on the map to select
Or
Add site
View saved sites on map
Understand the score
Hide
View route or footpath segments that affect the score. Segments of the same route impact the score differently.
M1
M1
Long Buckby Football Club
Long Buckby Railway Station Premium parking
St Gwin School
Station Garage
Station Road
Station Road
200 m
MapLibre | © MapTiler © OpenStreetMap contributors

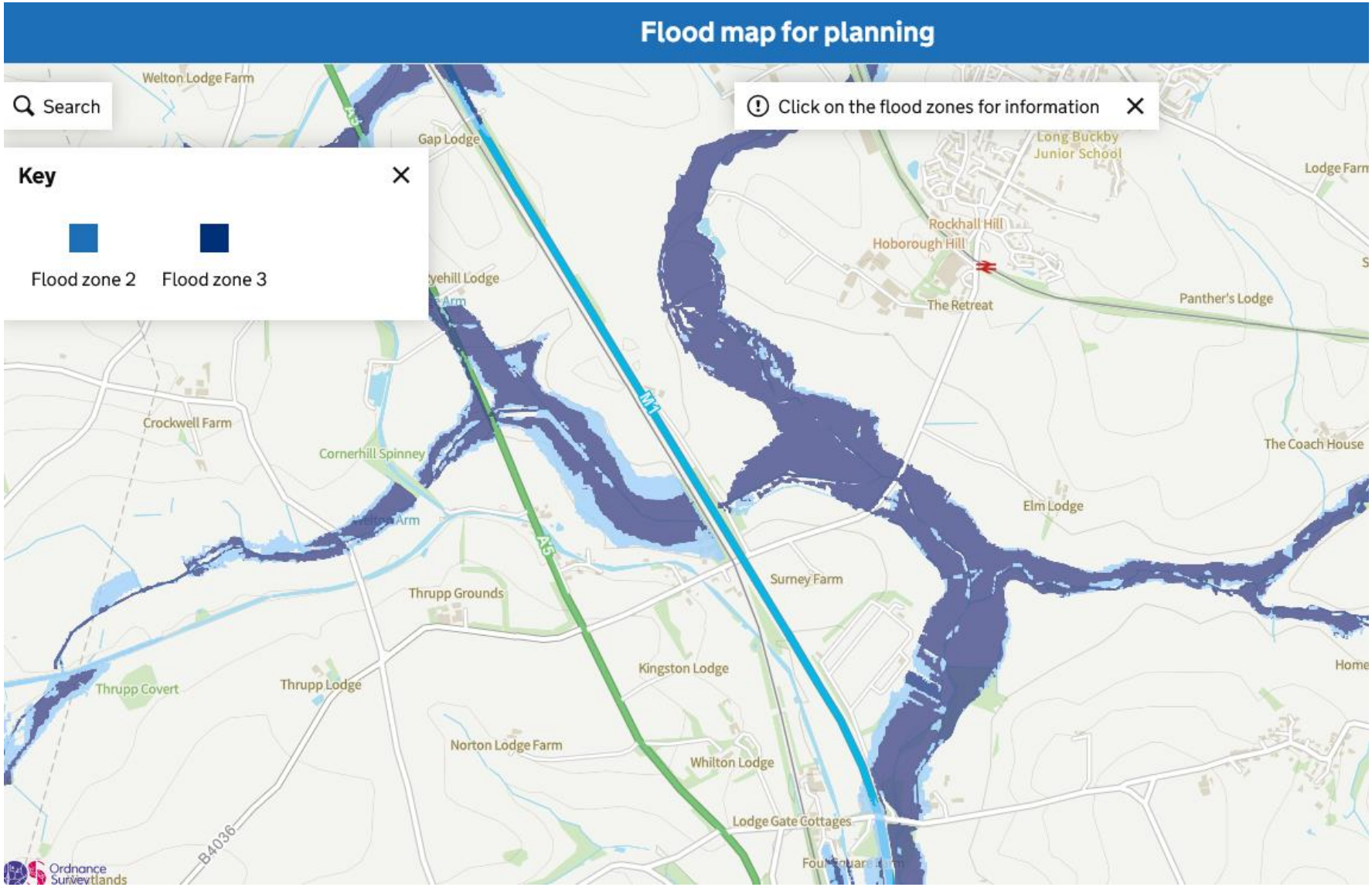
Appendix 2 – Long Buckby & Grand Union Canal Conservation Areas


Long Buckby Conservation Area
(March 2021)
© Crown copyright and database rights 2021
Ordnance Survey 100023735.

GRAND UNION CANAL
(Braunston-Weedon)
Conservation Area
Scale 1:2500
Sheet 9
SEE SHEET 10
SEE SHEET B
Dalling Street
ROMAN ROAD
Thrupp Grounds
Grand Union Canal
Cornerhill Spinney


GRAND UNION CANAL
(Braunston-Weedon)
Conservation Area
Scale 1:2500
Sheet 10
Grand Union Canal
Long Buckby Wharf
Grand Union Canal
SEE SHEET 10
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Daventry District Council. Licence no LA 077739 Date 1996

Appendix 3 – Long Buckby Floodplain Map


Flood map for planning
Search
Click on the flood zones for information
Key
Flood zone 2
Flood zone 3
Welton Lodge Farm
Gap Lodge
Long Buckby Junior School
Lodge Farm
Rockhall Hill
Hoborough Hill
The Retreat
Panther's Lodge
Crockwell Farm
Cornerhill Spinney
The Coach House
Elm Lodge
Surney Farm
Thrupp Grounds
Kingston Lodge
Thrupp Covert
Thrupp Lodge
Norton Lodge Farm
Whilton Lodge
Lodge Gate Cottages
M1
A5
B4036
Ordnance Survey