Holcot Parish Council

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For the attention of: Planning Policy Consultation Team / Regulation 19 Local Plan Examination

Dear Planning Policy Consultation Team,

Re: Holcot Parish Council - West Northamptonshire Pre-Submission Local Plan - Regulation 19 Consultation

Holcot Parish Council welcomes the opportunity to make representations on the published Pre-Submission West Northamptonshire Local Plan under Regulation 19. The Parish Council's representation should be read alongside its previous Regulation 18 representation dated 6 March 2026, registered by West Northamptonshire Council as P260481.

The Parish Council has carefully considered the Regulation 19 Plan, its supporting evidence and the changes since Regulation 18. The Parish Council recognises the importance of plan-led development and supports the principle of sustainable growth accompanied by the infrastructure necessary to support it. However, Holcot Parish Council remains concerned that the published Plan has not demonstrated sufficiently clearly that the scale, distribution and timing of strategic development affecting the north and east of Northampton can be delivered without unacceptable cumulative impacts on Holcot and other surrounding rural communities.

The Parish Council considers that the Plan has not yet demonstrated that it is justified and effective in relation to the cumulative transport impacts of strategic development and the timely delivery of the infrastructure necessary to support it. The Parish Council therefore requests modifications to address these concerns before the Plan is adopted.

1. The Regulation 19 context

The Parish Council notes that the West Northamptonshire Planning Policy Committee resolved on 14 September 2026 to reject the Regulation 19 draft Local Plan and to proceed towards preparation of a new Local Plan. The Parish Council understands that this decision related to the preparation of a new plan under the then-proposed 2026 planning framework and regulations. However, following the Government Direction of 15 September 2026, West Northamptonshire Council is proceeding with consultation on the published Pre-Submission Regulation 19 Plan.

Holcot Parish Council therefore makes this representation in respect of the published Regulation 19 Plan and requests that it is treated as a duly made representation and submitted to the Planning Inspectorate alongside the Plan and other representations. The Parish Council's concerns relate principally to whether the published Plan is justified and effective, particularly in relation to cumulative transport impacts, infrastructure delivery and the timing of strategic development.

The Parish Council also notes that WNC has subsequently acknowledged that concerns remain regarding infrastructure, growth and alternative development options. Those circumstances make it particularly important that the independent examination properly considers whether the published Plan is justified, effective and deliverable, having regard to the applicable planning framework and the evidence supporting the Plan.

2. Regulation 18 representation P260481

Holcot Parish Council's Regulation 18 representation specifically identified:

- Existing highway and road-safety problems in Holcot
- Significant HGV and through-traffic
- The cumulative effect of major housing allocations
- The need for infrastructure-first development
- The need to secure the northern strategic highway connection
- The need for appropriate A43 improvements
- The importance of healthcare infrastructure
- The cumulative effects of housing, HS2 and energy infrastructure

The Parish Council welcomes the fact that some of these issues have subsequently been reflected more strongly in the Regulation 19 Plan. In particular, the Parish Council notes:

- The stronger cumulative transport provisions
- Policy IN1 and its infrastructure-delivery principle
- The continuing recognition of A43 improvements
- The identification of healthcare infrastructure
- The inclusion of STA7 - Holcot Traffic Management Measures in the Infrastructure Delivery Plan

However, the Parish Council considers that recognition of an infrastructure requirement is not sufficient unless the Plan demonstrates that it can be delivered at the time it is required. The central question for the examination should therefore be:

Has West Northamptonshire Council demonstrated that the proposed spatial strategy and scale of development can be delivered effectively without unacceptable cumulative impacts on Holcot before the necessary strategic and local infrastructure is actually delivered?

The Parish Council considers that the evidence does not yet provide sufficient certainty.

3. Holcot's existing highway conditions

Highway safety remains the Parish Council's highest priority. Holcot already experiences significant through-traffic, including HGV movements despite the existing 7.5-tonne weight restriction. This is not simply a potential future problem. It is an established condition which has required repeated Parish Council engagement with the highway authority, Police and other organisations. A Northamptonshire Police traffic survey undertaken on Moulton Road in May 2025 recorded 22,253 vehicles during the survey period, including 590 HGVs.

The Parish Council considers that the existing situation must form part of the baseline against which the future impacts of the Local Plan are assessed. Future development should not be assessed on the assumption that the existing traffic burden is an acceptable or neutral condition. The relevant question is whether the cumulative development strategy will result in an unacceptable deterioration in:

- Highway safety
- Congestion
- Pedestrian and cyclist safety
- Air quality
- Residential amenity
- The environmental quality of Holcot

The Parish Council requests that the existing traffic conditions are properly reflected in the Plan's transport evidence and that any proposed mitigation is assessed against this baseline.

4. Cumulative transport impacts

The Parish Council welcomes the stronger cumulative approach in Policy TR1. However, the Parish Council considers that the cumulative assessment must extend beyond individual development sites. The assessment should include, where relevant:

- N15
- N16
- N17
- Brixworth
- Overstone
- Other committed development
- Wider A43 corridor growth
- Green Hill Solar Farm

- Other relevant energy infrastructure
- Construction traffic
- Existing traffic and HGV movements through Holcot, including traffic associated with the regular Car Boot Sale at Holcot Showground, which already generates queuing on Sywell Road

The Parish Council's objection dated 20 February 2026 to planning application 2026/0356/FULL concerning Holcot Showground recorded the Parish Council's concerns about existing conditions, including congestion and queuing on Sywell Road, highway obstruction, noise and disturbance to residents. That representation also raised concerns about the cumulative effects of increasing the frequency and duration of events and allowing earlier vendor access. The objection referred to the findings of a 2022 appeal decision concerning the intensification of car boot sale activity at the site. The Parish Council considers that these existing traffic and residential amenity concerns are relevant to establishing the baseline against which the cumulative impacts of the Local Plan should be assessed.

The Parish Council considers that the relevant test is not simply whether each individual development can be accommodated in isolation. It is whether the combined effect of the proposed development strategy, on top of existing traffic conditions, can be accommodated without unacceptable effects on highway safety, congestion and the environment of surrounding rural settlements. This is particularly important because Holcot is not itself a major strategic growth location but may experience significant traffic generated by development allocated elsewhere.

The Parish Council requests that the transport assessment explicitly considers existing queuing on Sywell Road associated with the regular Car Boot Sale alongside existing HGV movements, construction traffic and the additional traffic likely to arise from strategic housing and infrastructure development. The assessment should also consider how these effects interact with wider A43 corridor growth and other major infrastructure projects. The cumulative effects should not be assessed solely by reference to individual developments or on the assumption that existing congestion can accommodate further traffic without unacceptable consequences.

5. Settlement Spatial Strategy

Holcot Parish Council supports the principle of directing development towards sustainable and appropriately serviced settlements. However, sustainability must be assessed beyond the physical boundary of an individual development site. A strategic development location cannot properly be regarded as sustainable if its cumulative transport consequences are displaced onto neighbouring rural communities. The Settlement Spatial Strategy should therefore be considered together with the strategic transport and infrastructure policies.

The Parish Council requests that the Plan make clear that the sustainability of strategic growth locations includes consideration of their cumulative effects upon:

- Neighbouring settlements
- Existing rural roads
- Highway safety
- Public transport
- Pedestrians and cyclists
- The ability of surrounding communities to accommodate additional traffic

Holcot should not effectively become a transport-mitigation area for strategic development allocated elsewhere. The Parish Council considers that this principle should be reflected in the Plan's strategic policies and supported by evidence demonstrating that the proposed distribution of growth can be accommodated without unacceptable impacts on neighbouring rural settlements.

6. STA7 - Holcot Traffic Management Measures

The Parish Council particularly welcomes the inclusion of STA7 - Holcot Traffic Management Measures in the Regulation 19 Infrastructure Delivery Plan. This is significant. It demonstrates that WNC itself recognises that cumulative strategic development will have transport consequences for Holcot. However, the Parish Council considers that STA7 requires greater certainty if it is to form part of the justification for the Plan's soundness. The Plan should identify:

- The specific traffic problems to be addressed
- The measures proposed
- Their locations
- The estimated cost
- The funding arrangements
- Responsibility for delivery
- The development and occupation triggers
- Monitoring arrangements
- Contingency arrangements if delivery is delayed

If STA7 is necessary to make the strategic growth strategy acceptable, it should be regarded as essential enabling infrastructure, rather than simply an aspiration within the Infrastructure Delivery Plan. The Parish Council particularly requests that STA7 is linked explicitly to the cumulative development which gives rise to the requirement. The Plan should also explain how the effectiveness of the measures will be assessed and what additional action will be taken if monitoring identifies that traffic conditions in Holcot have deteriorated beyond agreed thresholds.

7. Policy IN1 and infrastructure-first development

Holcot Parish Council strongly supports the principle contained in Policy IN1 that necessary infrastructure should either be in place or have a reliable mechanism for delivery at the appropriate time. This reflects the position made by the Parish Council at Regulation 18. However, the Parish Council considers that this principle needs to be translated into enforceable development-phasing arrangements. A contribution, an Infrastructure Delivery Plan entry or a future infrastructure proposal does not necessarily demonstrate that the infrastructure will actually be available when development requires it.

The Parish Council therefore requests that the strategic allocation policies include appropriate occupation thresholds and infrastructure triggers. Where infrastructure is necessary to mitigate cumulative impacts on Holcot, development should not be allowed to proceed beyond an agreed threshold unless that infrastructure is in place or there is a genuinely reliable, funded and secured mechanism for its delivery.

The Plan must contain sufficiently clear arrangements to demonstrate that infrastructure will be delivered when required, rather than relying on uncertain future funding, uncommitted projects or mitigation which may only be considered after development has commenced.
The principle should be:

Development follows infrastructure, rather than infrastructure being expected to follow development.

8. Northern strategic highway connection

The northern strategic highway connection remains one of the Parish Council's principal concerns. At Regulation 18, Holcot Parish Council specifically requested that the proposed northern connection should:

- Be secured
- Be incorporated into infrastructure planning
- Be linked to the phasing of development

The Regulation 19 Plan continues to recognise the potential strategic importance of a northern connection between the North-West Relief Road and the A43 north of Moulton. However, the connection remains insufficiently committed, funded and phased to provide the certainty necessary to underpin substantial housing growth. The Parish Council accepts that further technical work may be required to establish the final alignment, design and funding. However, the need for further technical work does not answer the fundamental question:

Can the proposed strategic housing growth be delivered effectively if the northern strategic highway connection is not delivered within the anticipated development period?

The Parish Council requests that WNC demonstrate this clearly through the strategic transport evidence. If the growth strategy depends upon the northern connection, that dependency should be reflected explicitly in:

- Policy
- The Infrastructure Delivery Plan
- Infrastructure funding
- Safeguarding
- Development phasing

If WNC considers that the northern connection is not necessary, the evidence supporting that conclusion should be clearly identified, including the consequences for Holcot and other surrounding rural settlements. The Parish Council considers that this issue is fundamental to the effectiveness of the spatial strategy and should not be deferred entirely to later planning applications.

9. A43 improvements

The Parish Council welcomes the progress made on the A43 improvement programme since its Regulation 18 representation. The Parish Council recognises the importance of improving capacity along the A43 corridor and the proposed extension of improvements towards the Holcot Lane/Sywell Road area. However, the existence of an improvement programme does not itself demonstrate that the necessary capacity will be available when housing is occupied. The Parish Council requests that the Plan establish the relationship between:

- The phasing of N15 and N16
- A43 capacity
- The timing and delivery of A43 improvements
- The northern strategic highway connection
- Mitigation required for Holcot

The Parish Council also considers that longer-term strategic improvements to the A43 towards the A14 should remain part of WNC's strategic transport planning. The Parish Council requests that the supporting evidence distinguish between improvements which are committed and funded, those which remain proposals, and those which depend on further technical work or future funding. The Plan should demonstrate how the necessary highway capacity will be available when development requires it, rather than relying on the existence of an improvement programme without sufficient certainty regarding delivery.

10. Strategic allocations and cumulative growth

The Parish Council acknowledges that the allocation figures have changed between Regulation 18 and Regulation 19. The Regulation 18 representation referred to the allocations as they were then proposed. The Regulation 19 Plan now identifies, amongst others:

- N15 – approximately 2,900 dwellings
- N16 – approximately 1,950 dwellings
- N17 – approximately 350 dwellings

The Parish Council's concern is not dependent upon the earlier numerical figures. The relevant issue is the cumulative scale and distribution of development.
N15, N16 and N17 must therefore be considered together with:

- Brixworth
- Overstone
- Other committed development
- Wider A43 corridor growth
- Other relevant development and infrastructure projects, including major energy infrastructure

The Parish Council considers that the Plan should explicitly demonstrate that this cumulative growth can be accommodated without unacceptable consequences for Holcot. This assessment should take account of existing traffic conditions, the capacity of the rural road network, construction traffic and the implications of relevant energy infrastructure projects.

The Parish Council requests that the Plan's evidence demonstrates how the cumulative effects of these developments will be managed, including the timing and funding of any necessary mitigation.

11. DM4 and development management

The Parish Council considers that DM4 is relevant to ensuring that the strategic policies are properly implemented at development-management stage. However, matters fundamental to the soundness of the spatial strategy should not be deferred entirely to individual planning applications. There is a risk that:

- Strategic allocations are accepted in principle
- Individual applications assess their own impacts
- The cumulative effects upon Holcot are addressed only after substantial development has already been committed

DM4 should therefore operate alongside the strategic allocation and infrastructure policies. Individual applications should be required to demonstrate compliance with the cumulative transport and infrastructure requirements established by the Local Plan. They should not be able to undermine or circumvent strategic mitigation identified for Holcot.

The Parish Council requests that the Plan establishes a clear framework for assessing cumulative effects at application stage while ensuring that the strategic infrastructure necessary to support growth is identified and secured through the Local Plan itself.

12. HGV movements and the 7.5-tonne restriction

The Parish Council continues to have concerns regarding HGV movements through Holcot and compliance with the existing weight restriction. The Local Plan cannot itself resolve every enforcement issue. However, future development should not compound the existing problem.

The Parish Council therefore requests that appropriate measures be considered and, where justified, secured through relevant development and infrastructure proposals, including:

- HGV routing
- Signage
- Monitoring and enforcement
- Construction-traffic controls
- Restrictions on construction vehicle movements through Holcot
- Monitoring of traffic following occupation of strategic development

The Parish Council considers that the cumulative implications of housing development, energy infrastructure and other major projects should be assessed together, with appropriate measures secured where necessary to prevent additional HGV movements from causing unacceptable effects on highway safety and residential amenity.

13. Construction traffic

Construction traffic should be considered separately from permanent operational traffic.
The scale of planned housing, highway and energy infrastructure means that construction traffic could affect Holcot for many years.
The Parish Council therefore requests that strategic allocations and relevant major infrastructure projects require appropriate Construction Traffic Management Plans. Such plans should identify:

- Approved construction routes
- HGV restrictions
- Measures to minimise movements through Holcot
- Monitoring
- Appropriate enforcement arrangements

The plans should take account of existing traffic conditions and congestion, including queuing on Sywell Road associated with the regular Car Boot Sale. The Parish Council also requests that the cumulative construction traffic implications of housing allocations, HS2, Green Hill Solar Farm and associated highway works are properly assessed, particularly where projects may use the same roads or have overlapping construction periods. The Plan should provide sufficient certainty that construction traffic will be managed effectively and that appropriate routing and monitoring arrangements will be secured before construction begins.

14. Healthcare infrastructure

The Parish Council raised healthcare capacity at Regulation 18. The position has progressed since March 2026 and the Parish Council acknowledges that progress. However, the fundamental concern remains. The Regulation 19 evidence recognises pressure on primary healthcare and identifies infrastructure requirements associated with strategic development.

The Parish Council understands that the existing Moulton surgery is operating at capacity and that construction has not yet commenced on the long-awaited new Moulton Health Centre. This raises a significant concern about the ability of existing primary healthcare provision to accommodate further population growth before additional facilities become operational.

The Parish Council requests that WNC verify these circumstances with the relevant healthcare providers and demonstrate how the additional healthcare capacity required to support planned population growth will be delivered within a realistic timescale.

The Parish Council considers that healthcare provision should be subject to meaningful phasing and housing-occupation triggers. The Local Plan should demonstrate how the additional healthcare capacity required to serve the proposed growth will be secured and delivered, taking account of existing capacity constraints and the outstanding delivery of the new health centre. The Plan should identify how provision will be funded and implemented and how the risk of delays will be addressed. Where additional healthcare provision is necessary to support strategic growth, the Plan should establish how it will be delivered before existing services become unable to meet the needs of the growing population. Population growth should not substantially precede the provision of the healthcare capacity required to serve it.

The Parish Council requests that the Inspector considers whether the Plan provides sufficient certainty that primary healthcare infrastructure will be available when needed to support the proposed scale and timing of development.

15. Green Hill Solar Farm, HS2 and other major infrastructure

The Parish Council's Regulation 18 representation specifically raised the cumulative implications of housing growth, HS2 and energy infrastructure, including Green Hill Solar Farm.
The Parish Council notes that Government consent for Green Hill Solar Farm has now been approved. The Local Plan must therefore properly consider the implications of this approved major infrastructure project alongside the proposed housing allocations and other relevant development.

The Parish Council recognises that Green Hill is subject to its own consenting regime. However, the existence of a separate consenting process does not remove the need for the Local Plan's strategic transport evidence and infrastructure planning to consider relevant cumulative impacts.
The Parish Council therefore requests confirmation that the evidence supporting the Local Plan has properly considered relevant major infrastructure projects alongside housing growth, including:

- Construction traffic
- HGV movements
- Road capacity
- Traffic routing
- Impacts on rural roads

The Infrastructure Delivery Plan and supporting evidence should demonstrate how the effects of the approved Green Hill Solar Farm on local infrastructure have been taken into account, including any cumulative pressures on the rural road network and any mitigation required alongside strategic housing growth.

The Parish Council requests that the Plan distinguish between infrastructure which is committed and funded, infrastructure which remains proposed, and mitigation which has yet to be identified or secured. Where the cumulative effects of housing and major infrastructure projects give rise to additional requirements, the Plan should identify appropriate mitigation, funding and delivery arrangements. The Parish Council considers that the Plan must provide a sufficiently comprehensive assessment of the cumulative effects of housing, transport and energy infrastructure to demonstrate that the proposed growth strategy is justified, effective and deliverable without unacceptable impacts on Holcot and neighbouring rural communities.

16. Regulation 18 matters which remain unresolved

Holcot Parish Council considers that the Regulation 19 Plan has made progress in responding to the issues raised at Regulation 18. In particular:

- Cumulative transport impacts are more clearly recognised
- Policy IN1 strengthens the infrastructure-first principle
- The A43 improvement programme has progressed
- Healthcare infrastructure is identified

- STA7 specifically recognises the need for Holcot traffic-management measures

Further evidence of existing local pressures is provided by the Parish Council's objection dated 20 February 2026 to planning application 2026/0356/FULL concerning Holcot Showground. That representation records concerns about existing congestion, queuing and residential amenity associated with traffic using Sywell Road. These matters reinforce the need for the Local Plan to assess cumulative transport impacts against existing conditions in Holcot.
The Parish Council also remains concerned about healthcare capacity, given its understanding that the existing Moulton surgery is at capacity and construction has not yet commenced on the new Moulton Health Centre.

In addition, the Government's approval of Green Hill Solar Farm makes it important that the Local Plan's evidence base and Infrastructure Delivery Plan properly account for its cumulative effects on local infrastructure.

These issues illustrate the importance of distinguishing between identifying infrastructure requirements and demonstrating that the necessary infrastructure can be delivered when required. However, the fundamental concern raised by Holcot at Regulation 18 remains unresolved: whether the proposed scale and timing of strategic development can be accommodated without unacceptable cumulative impacts upon Holcot before the necessary strategic and local infrastructure is actually delivered.

The Parish Council therefore asks the Inspector to examine this issue directly as a matter of Plan soundness and to consider whether the Plan's policies and supporting evidence provide sufficient certainty regarding the delivery of the necessary infrastructure and mitigation.

17. Soundness

Holcot Parish Council considers that the above matters engage the four tests of soundness.

- Positively prepared**:** The spatial strategy should be based upon a realistic understanding of transport capacity and infrastructure requirements, including impacts upon surrounding rural settlements, existing traffic conditions and the demands arising from relevant major infrastructure projects.
- Justified: The scale and distribution of development should be supported by evidence demonstrating that the required strategic and local infrastructure can be delivered. This evidence should take account of cumulative transport impacts and the relationship between housing growth, existing highway conditions, energy infrastructure and healthcare capacity.
- Effective: The Plan must contain sufficiently clear policies, funding mechanisms, monitoring arrangements and phasing requirements to demonstrate that necessary infrastructure can be delivered when required. This includes effective arrangements for STA7 - Holcot Traffic Management Measures, the northern strategic highway connection where required, A43 improvements and healthcare provision. The Plan should not rely on infrastructure being delivered at an unspecified future date where that infrastructure is necessary to make strategic growth acceptable.
- Consistent with national policy**:** The Plan should ensure that highway safety, cumulative transport impacts and necessary infrastructure are properly addressed and that development does not proceed where the infrastructure required to make it acceptable is not available or reliably deliverable.

The Parish Council considers that the evidence and policies currently available do not provide sufficient certainty to demonstrate that the cumulative effects of the proposed growth strategy can be satisfactorily managed. The modifications requested below are therefore necessary to address the identified concerns.

18. Requested modifications

Holcot Parish Council respectfully requests that the following matters be addressed before the Plan is adopted:

1. Settlement Spatial Strategy: Clarify that the sustainability of strategic growth includes consideration of its cumulative effects upon neighbouring rural settlements, existing road conditions and the capacity of surrounding communities to accommodate additional traffic.
2. DM4: Ensure that individual planning applications cannot undermine strategic cumulative transport and infrastructure requirements established by the Local Plan.
3. STA7 - Holcot Traffic Management Measures**:** Provide greater certainty regarding the precise measures, funding, responsibility, monitoring and development triggers. Identify the arrangements for additional mitigation if monitoring demonstrates that agreed traffic or safety thresholds have been exceeded.
4. Northern strategic highway connection: Establish clearly whether the connection is necessary to deliver the strategic growth strategy and, if so, secure it through policy, infrastructure planning, funding arrangements and development phasing.
5. Infrastructure-first development: Introduce enforceable occupation thresholds where necessary infrastructure is required to mitigate cumulative impacts. Demonstrate that infrastructure can be delivered when required, rather than relying on uncertain future provision.
6. Cumulative transport assessment: Ensure that N15, N16, N17, Brixworth, Overstone, other committed development, A43 growth, energy infrastructure, construction traffic and existing HGV movements are considered together. The assessment should expressly include existing congestion and queuing on Sywell Road associated with the regular Car Boot Sale at Holcot Showground and the cumulative effects of the approved Green Hill Solar Farm.
7. HGV and construction traffic: Require appropriate routing, monitoring and management measures to protect Holcot and other sensitive rural settlements, taking account of existing highway conditions and the combined effects of housing, energy and other major infrastructure projects.
8. Healthcare: Introduce appropriate phasing and occupation triggers for essential healthcare infrastructure. The Plan should demonstrate how additional healthcare capacity will be secured and delivered within a realistic timescale, taking account of the existing Moulton surgery being at capacity and the reported fact that construction has not yet commenced on the new Moulton Health Centre.
9. Monitoring: Establish effective monitoring of traffic flows, HGV movements, congestion and highway safety in Holcot, including Sywell Road, with provision for additional mitigation if agreed thresholds are exceeded.
10. Green Hill Solar Farm and cumulative infrastructure impacts: Ensure that the Local Plan's evidence base and Infrastructure Delivery Plan properly reflect the approved Green Hill Solar Farm and assess its cumulative implications for local infrastructure, road capacity, HGV movements, construction traffic and traffic routing alongside housing growth, HS2 and other relevant projects.

11. Regulation 18 matters: The Inspector should specifically consider Holcot Parish Council's Regulation 18 representation P260481 alongside this Regulation 19 representation and identify whether the matters raised have been adequately addressed by the published Plan and evidence base.

Conclusion

Holcot Parish Council supports the principle of planned and sustainable growth. The Parish Council does not seek to prevent necessary development. However, development should not be considered sustainable if its consequences are disproportionately transferred to existing rural communities which are not themselves the principal locations for that growth.
The Regulation 19 Plan has made important progress since Regulation 18, particularly through the identification of STA7 - Holcot Traffic Management Measures, stronger cumulative transport provisions and the infrastructure-first principle contained in Policy IN1. However, these improvements also demonstrate that WNC recognises the transport and infrastructure consequences of its strategic growth strategy.

The Parish Council considers that the Plan now needs to go further and provide sufficient certainty that those consequences will be mitigated before or alongside development, rather than retrospectively.

In particular, the unresolved status of the northern strategic highway connection remains a significant concern. Existing highway conditions in Holcot, including HGV movements and queuing on Sywell Road associated with the regular Car Boot Sale, must be taken into account when assessing the cumulative effects of strategic housing growth and major infrastructure projects. The Parish Council is also concerned that healthcare provision should be planned and delivered in step with housing growth.

The Parish Council understands that the existing Moulton surgery is at capacity and that construction has not yet commenced on the long-awaited new Moulton Health Centre. The Plan must therefore provide greater certainty that the additional healthcare capacity required to serve the growing population will be available when needed.

Furthermore, following the Government's approval of Green Hill Solar Farm, the Local Plan must properly account for its effects on local infrastructure and its cumulative impacts alongside housing development, HS2 and other major projects.

The Parish Council therefore respectfully requests that the Inspector require the necessary modifications to ensure that the Plan is justified, effective and deliverable, and that:

Development follows infrastructure, rather than infrastructure being expected to follow development.

Holcot Parish Council remains willing to engage constructively with West Northamptonshire Council, the highway authority, National Highways and other infrastructure providers to identify practical and deliverable measures which protect highway safety and the quality of life of Holcot and neighbouring rural communities.

The Parish Council respectfully requests that this representation, together with its Regulation 18 representation P260481, is submitted to the Planning Inspectorate and considered as part of the independent examination of the West Northamptonshire Local Plan.

Yours faithfully,

Ruby Cole

Clerk & RFO - Holcot Parish Council

Also sent to:

- *The Rt. Hon. Stuart Andrew MP - Member of Parliament for the Daventry Constituency. stuart.andrew.mp@parliament.uk*
- *Cllr Cécile Irving-Swift - Rural North East ward. Cecile.Irving-Swift@westnorthants.gov.uk*
- *Holcot Parish Councillors (4)*