

**North Northamptonshire Joint Core
Strategy 2011 – 2031 Emerging Plan:**

**Updated Draft Background
Paper on Strategic Housing and
Employment Sites**

August 2013



North Northamptonshire
Joint Planning Unit

Introduction

- 1.1 The revised North Northamptonshire Joint Core Strategy (the Plan) will allocate land of a strategic scale for housing and employment purposes or identify the broad location of such sites in order to accommodate the proposed scale of growth between 2011 and 2031. This background paper describes the methodology used to identify possible sites for inclusion in the Plan and sets out the evidence and justification for the selection or rejection of each of these sites.
- 1.2 A draft of the background paper was published in 2012 to accompany an Emerging Draft Plan which was the subject of publication between 6th August and 15th October of that year. A number of representations relevant to the background paper were received. Appendix 7 sets out tables summarising the comments and proposed responses in respect of each site. These have informed this update which now includes the following additions:
- An assessment of several 'new' sites put forward for inclusion in the Plan;
 - Further information received on sites included in the draft background paper (August 2012) but not listed in the Emerging Draft Plan; and
 - Further information submitted to support the inclusion of sites listed in the Emerging Draft Plan.
 - Additional information to clarify the links between the assessment criteria used in the background paper and the sustainability objectives developed as part of the Sustainability Appraisal framework of the Joint Core Strategy (JCS) in order to test and compare the sustainability effects of options.
- 1.3 **Work has also been undertaken to identify a preferred direction of growth for a sustainable urban extension to Rushden as part of the proposed designation of the settlement as a Growth Town. That work is detailed in a separate paper and is not repeated here.**

2. Context

- 2.1 The 2008 adopted Core Strategy identified the broad locations for Sustainable Urban Extensions (SUEs) at Corby, Kettering and Wellingborough, which were shown on the key diagram. Whilst this approach has facilitated the granting of planning consent for the SUEs, other than West Corby, there have been wider issues when implementing the Core Strategy, particularly within the Smaller Towns and Rural Service Centres. Delays in bringing forward Site Specific Development Plan Documents (DPDs) and the consequent uncertainty over the preferred location of development has led to a number of sites being granted planning permission through the appeal process.
- 2.2 The National Planning Policy Framework (NPPF) indicates that, in order to deliver a wide choice of quality homes, local planning authorities should 'identify key sites which are critical to the delivery of the housing strategy over the plan

period'. Similarly, in respect of economic growth, local planning authorities should 'set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period'.

- 2.3 The Joint Planning Unit has sought views on whether the Plan review should identify and provide more guidance on strategic sites through both the Regulation 25 consultation (March 2009) and the Issues consultation (February-March 2011). Both consultations illustrated significant support, particularly from the development industry and the partner local planning authorities, for identifying and, in some instances, allocating strategic sites. Nearly 50% of local residents who responded to the specific question at the Issues consultation stage were of the opinion that the replacement Plan should identify larger than local employment sites.
- 2.4 The Joint Planning Committee, on 23rd June 2011, considered the scope of the Plan and endorsed a flexible approach incorporating the:
1. Allocation of key strategic sites where an adequate detailed evidence base exists and support from the local planning authority is assured. In these cases the site boundary would be delineated on an OS base map and supported by clear development principles;
 2. Identification of broad locations (for example strategic employment development). These would be illustrated on the key diagram as symbols or areas and be supported by location specific principles or policy criteria;
 3. Identification of opportunity areas (for example regeneration and renewal sites in urban areas). Again these would be shown on the key diagram, probably as symbols rather than areas, and be supported by policy principles or criteria; and
 4. Inclusion of generic development management policies in order to provide a clear but flexible framework for day to day decision making; DPD and Supplementary Planning Document preparation; and Neighbourhood Plans, where these are pursued.
- 2.5 The location and scale of potential strategic sites will be determined by the spatial strategy and distribution of development set out in the replacement Plan. It is proposed that the Growth Towns, which will be the focal points for development, should include Rushden as well as Corby, Kettering and Wellingborough. There are significant extant planning consents at Corby, Kettering and Wellingborough, notably in the form of the Sustainable Urban Extensions. The Market Towns of Burton Latimer, Desborough, Higham Ferrers, Irthlingborough, Oundle, Raunds, Rothwell and Thrapston will provide a strong service role for their local communities and surrounding areas with some growth in homes and jobs where this can be supported by enhanced infrastructure.

3. Size threshold for Strategic Sites:

- 3.1 The Planning Advisory Service (PAS) has published guidance on allocating/including sites within Core Strategies. The PAS guidance states that sites should be incorporated in the core strategy to increase the certainty of the delivery of the strategic objectives. It specifically states that there is purposely no threshold set for the size or capacity of what constitutes a strategic site. Instead consideration should be given to the significance of the site for the delivery of the overall strategy: *“there is no size or capacity threshold.....however, the approach to inclusion must be proportionate to their significance in delivering the vision of the plan”*.
- 3.2 The diverse scale and character of settlements within North Northamptonshire make the setting of a size threshold for strategic sites difficult to determine. A small site may, for example, be strategic within the context of the role of a village but not in relation to the scale of development proposed at a Growth Town. The Joint Planning Unit (JPU) has tested and developed a site threshold through discussions with the partner local planning authorities and within the context of the PAS guidance.
- 3.3 A size threshold of 200 dwelling (consistent with Policy 14 of the 2008 adopted Plan definition of ‘larger scale sites’) or 5ha of employment land was initially considered. Following further analysis, however, it was concluded that a threshold of 500 or more homes or 5ha of employment land would provide a portfolio of sites which would collectively be sufficient to deliver the spatial vision of the Plan and act as key foci for investment.
- 3.5 Notwithstanding this, however, there may be other key sites, such as areas of town centre regeneration, which are below the threshold size but are, nevertheless, essential to the delivery of the Core Strategy.

4. Methodology for the Identification of Sites to be Included in the Plan

Potential Strategic Sites – the ‘long list’

- 4.1 To ensure that reasonable alternatives have been considered in developing the replacement Plan, a long list of sites that meet the threshold criteria was compiled from the following sources:
- Strategic Housing Land Availability Assessment (SHLAA);
 - Northamptonshire Strategic Employment Land Assessment (SELA);
 - Sites promoted through the Joint Core Strategy Review Issues Consultation;
 - Sites promoted as alternative strategic sites through development of the adopted Core Strategy;

- Sites identified in emerging DPDs prepared by the partner local planning authorities; and
 - Other sites identified by partner local planning authorities; and
- 4.2 As part of both the SHLAA and the SELA, an extensive 'call for sites' process took place with the development industry and other key stakeholders in order to identify potential sites. The Plan preparation process has also incorporated extensive consultation, enabling further sites to be identified. Sites below the chosen threshold were discounted from further assessment.
- 4.3 In response to consultation on the Emerging Draft Plan (2012) (see 1.2, above) several 'new' sites were put forward by promoters for inclusion in the Plan. These have been assessed as part of this updated Background Paper with the exception of the following sites which are below the strategic threshold and have therefore been discounted from further assessment:
- *Woodyard Close, Brigstock (50 dwellings);*
 - *Hill Farm estate, Little Addington (100 dwellings);*
 - *Springfield Farm, Thrapston (150 to 200 dwellings); and*
 - *Burton Latimer west (50 dwellings).*
- 4.4 Notwithstanding the above, however, the fact that a site does not meet the threshold criteria for possible inclusion as a 'strategic' site in the Plan does not preclude it from being identified within a site specific Development Plan Document or Neighbourhood Plan at a later date.
- 4.5 A map indicating the location of the 'long list' of sites is included at appendix 1 whilst appendix 2 contains a list of the sites referred to on the map. **Sites referred to in the remainder of this Background Paper are followed by the relevant map reference number, where applicable, in order to enable the reader to locate the site and relevant assessment details in the appendices.**

The Initial Site Sieve

- 4.6 An initial sieve was undertaken in order to streamline the list of sites. The sieve sought to establish whether or not sites had a constraint of such significance that they should not be taken forward for further consideration. In particular, the sieve was used to eliminate sites:
- Which are not located within or adjacent to a Growth Town or Market Town, as defined in the emerging Plan; or
 - Which are unlikely to be deliverable. Within this context the National Planning Policy Framework (NPPF) indicates that, as part of the test of 'soundness', the Plan must be 'effective' or deliverable over its period.
- 4.7 The sites discounted at the initial stage are highlighted in red in the left hand column of appendix 2 and a brief explanation as to the reasons why further

assessment is unnecessary is provided in the right hand column. In addition, sites allocated in adopted Development Plan Documents (DPDs) have not been subject to further assessment, having already been subject to the rigours of the DPD process through public consultation, sustainability appraisal and examination. Similarly, the principle of development at Corby West (no 7) has been established as part of the adopted Core Spatial Strategy, although the site boundaries need to be defined and key principles determined if an allocation is to be included in the Plan. In addition, sites with planning permission or which have a resolution to grant subject to a S106 agreement, have not been re-appraised as they represent firm commitments.

- 4.8 Committed sites are highlighted in green in the left hand column of appendix 2 with a brief explanation in the right hand column as to the reasons why further assessment is unnecessary. Where appropriate, these committed sites will be referenced in the Plan in recognition of their strategic role in its delivery. Short listed sites are highlighted in amber in the left hand column of appendix 2 whilst a map indicating the location of these sites is included at appendix 3.

Potential strategic sites – the ‘short list’

- 4.9 The key issues against which sites should be assessed are well established in various studies detailed in section 5 of this Background Paper. The site assessment work that has been undertaken has examined a range of criteria, including environmental constraints; accessibility to services; infrastructure capacity; and the availability and deliverability of sites. This Background Paper is intended to synthesise the sustainability issues that have been identified to date by the various site assessments, technical studies, and analysis by local authority officers and key stakeholders. Additional information to clarify the links between the assessment criteria and the sustainability objectives developed as part of the Sustainability Appraisal Framework of the Joint Core Strategy is included in Appendix 4
- 4.10 A ‘traffic light’ system has been used to indicate how well sites perform against the sustainability criteria listed in the site assessment sheet in Appendix 4. In broad terms, the colour coding used in the assessment is as follows:
Green = no negative impact identified;
Amber = some issue/impact; and
Red = major negative impact.
- 4.11 On the basis of the assessments detailed in the draft Background Paper on Strategic Housing and Employment Sites (August 2012) a number of sites on the short list in that document were put forward in the Emerging Plan (August 2012) for consultation as sites that the Joint Committee was minded to allocate in the Plan. Consultation responses, as noted above, have been assessed in the preparation of this update to the background paper together with other relevant

information. For example, a re-assessment of the available land at the Corby Business Park (no 90) following the submission of plans for a school on part of the site resulted in the conclusion that the remaining, developable land is not of a strategic scale and it is therefore no longer proposed to allocate it for development in the JCS. The updated background paper will form a key part of the evidence base in determining which sites to recommend for allocation as part of the next stage of the JCS review process.

- 4.12 The traffic light system has been used in preference to a numerical scoring system as the latter would imply that the different indicators were directly comparable and that the scores could simply be added together to give a total that would determine the best options. A matrix comparing the colour coding for each site in respect of each criterion is included at Appendix 5. The presence of a light blue colour in a cell indicates that the information is not available or is not relevant. More detailed information in respect of each site, including a summary of the key positive and negative impacts, is included in Appendix 6. The purpose of this assessment is to identify where potential conformity and conflicts with the criteria arise and assist in identifying issues where further work would need to be undertaken.
- 4.13 It should be noted that where an issue is highlighted in red it does not necessarily imply that the particular constraint cannot be mitigated. The purpose of assessing each site against the sustainability criteria is to produce a consistent and comparable assessment which can be used to enable a judgement to be made as to which sites ought to be included in the Plan.
- 4.14 Given the proposed designation of Rushden as a Growth Town in the emerging Plan, work has been undertaken to identify a preferred direction of growth for a sustainable urban extension to the town. That work is detailed elsewhere and it is therefore unnecessary to include an assessment in this background paper of the potential sites around Rushden listed in Appendix 2.
- 4.15 There are significant differences in the amount of technical work that has been undertaken to promote sites and address relevant site specific issues. In considering whether or not to allocate a strategic site the Joint Planning Committee will need to be satisfied that the work that has been undertaken is sufficiently robust and detailed to withstand scrutiny and testing at examination. The alternative approach of identifying only broad locations for development will still require robust evidence, though of a lesser level of detail. This latter approach will allow more scope to investigate constraints and other issues through site specific documents, site development frameworks/masterplans and in preparing planning applications
- 4.16 Publication of this Background Report will provide stakeholders, including site promoters and infrastructure providers, with an opportunity to consider the accuracy of the assessments and provide additional information, where available,

prior to formal public consultation on the Plan (the Pre-Submission stage). Following consideration of representations made at that stage the Plan will be submitted to the Secretary of State for Public Examination. The final version of this Background Paper will form part of the evidence base of the Plan.

5 The Evidence Base – a brief summary

- 5.1 A significant amount of assessment work has been undertaken through DPD preparation and extensive technical studies. These assessments have established a range of criteria against which sites should be assessed in order to identify key issues and constraints. The following contains a brief summary of key documents/technical studies which have been used to inform the preparation of this Background Paper:

North Northamptonshire

5.2 **Local Highway Authority Assessment:**

In respect of the sites included in the short list, Northamptonshire County Council has provided an assessment of the proximity of development sites to the principal road network; their impact on highway capacity; and the need for access infrastructure. The criteria used in the assessment are set out in Appendix 4 (site assessment sheet). In addition, the proximity of each site to a range of services was assessed using the following colour coding system:

Proximity to Services – criteria used for residential development.						
	Employment	Healthcare	Primary school	Leisure centre	Local shops	Overall Score
Good	Walkable employment close by	Within 1 mile of a doctors (i.e. walkable)	Within 1 mile of a primary school (i.e. walkable)	Within 1 mile of a leisure centre/ leisure attraction (i.e. walkable)	Within 1 mile of shops (i.e. walkable)	10-15
	Employment	Healthcare	Primary school	Leisure centre	Local shops	Overall Score
Medium	Employment on bus route (30 min freq)	Between 1-3 miles of doctors and on a bus route	Between 1-3 miles of a primary school	Between 1-3 miles of a leisure centre/ leisure attraction on a bus route	Between 1-3 miles of shops/ on a bus route	6-10

Poor	Access difficult without car	Greater than 3 miles from doctors/not directly on a bus route	Greater than 3 miles from a primary school	Greater than 3 miles from a leisure centre/leisure attraction	Greater than 3 miles from shops	1-5
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Proximity to services – criteria used for employment sites			
	Public Transport	Convenience shopping	Overall score
Good	On a high frequency bus route (30 mins or more)	Local shop nearby (walkable)	5-6
Medium	On a medium frequency bus route (hourly)	Local shop between 1-3 miles	3-4
Poor	Not directly served by regular public transport/ one journey a day	Nearest shop is town centre which is more than 3 miles/not walkable	1-2

5.3 It should be noted that no site specific Transport Assessments were undertaken. Sites scored as “good” may when fully assessed require mitigation works or contributions towards works. Sites scored “medium” may, after a site specific Transport Assessment, be able to demonstrate that their impacts can be adequately mitigated or that minimal mitigation is required. Each site was awarded a score of 1 to 3 in respect of its proximity to each service with a score of 3 awarded where proximity to a particular service was deemed to be ‘good’ and scores of 2 and 1 represented ‘medium’ and ‘poor’ access respectively. These individual scores were then added together to provide an overall score. For example, a total score within the range of 10 to 15 would result in an overall assessment of ‘good’ for residential development.

5.4 **North Northamptonshire Strategic Housing Land Availability Assessment (SHLAA) (2013):**

<http://www.nnjpu.org.uk/docs/SHLAA%202011%20FINAL%20May%202013.pdf>

The SHLAA assessed the potential supply of housing from a range of settlements over a 20 year period. It is a strategic study used as a starting point in deciding which sites to bring forward as housing allocations in DPDs. The SHLAA was originally produced in 2009 and an updated version, which has been taken into account in preparing the Background Paper, was published in 2013.

5.5 Each site in the SHLAA has been placed into one of 4 categories based on its performance against a range of ‘suitability’, ‘availability’ and ‘achievability’ criteria. The SHLAA scores are referred to in the assessment of individual sites in Appendix 6 and have the following meaning:

SHLAA category	Definition
1	Site is suitable, available (or capable of being made available) and achievable within 5 years and is, therefore, a strong candidate for allocation.
2	Site has a limited level of constraints and is likely to be available for delivery after the first 5 years. The allocation of the site will depend upon individual circumstances and on the measures being proposed to overcome these constraints.
3	Site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
4	Site in close proximity to a sustainable urban extension (SUE) in the adopted Core Spatial Strategy and could possibly, and if necessary, contribute to the continued development of the SUE

5.6 The inclusion of a site in a high category band (where category 1 is defined as 'high') does not, however, automatically mean that it should be allocated for development as the process does not take account of all the policy considerations that are relevant in selecting sites for allocation. Equally, it should not be concluded that a site assigned to a lower category cannot come forward, or that it cannot be allocated for development. Rather, it would need to be demonstrated that the site's constraints could be overcome in order to secure its deliverability. Where a site has been assigned to a category in the SHLAA and is included in the short list of sites of a strategic scale in appendix 2 of this background paper, the SHLAA category is referenced in the site assessment matrix (appendix 5) and the more detailed site assessments (appendix 6) of the background paper.

5.7 ***The Northamptonshire Strategic Employment Land Assessment (SELA)*** (2009):
<http://www.nnjpu.org.uk/publications/docdetail.asp?docid=1133>

This study provides an evidence base at a strategic level to assist in informing planning and economic development policy in Northamptonshire. A central purpose of the document is to identify potential key B-use employment sites that have a reasonable prospect of being developable and deliverable subject to overcoming relevant physical and planning policy constraints and being tested through the planning system. Sites put forward by public sector partners, private sector developers and landowners were assessed against a range of criteria including planning constraints; ownership and site assembly issues; potential delays whilst awaiting delivery of other sites or wider schemes; and local and

strategic infrastructure issues. This information was then used to give each site a score for the following broad categories:

- *Likelihood of site coming forward for employment development up to 2031.* A score (out of 5, with 5 being the highest) was derived by looking at the current and potential future market demand for employment uses on each site; current constraints and their severity; and the existence of other sites which may be better suited to come forward for employment uses beforehand. Whilst a site might be relatively unconstrained, the likelihood of it coming forward may not be as high as 5 because the market demand for the site in its current format may be relatively low or because the owner may not wish to push forward the site for employment development at the time that the SELA was undertaken.

- *Sustainability Score.* A high score was given to a site located within the central area of a key settlement (of at least a rural service centre or above) or if the site was on the edge of a key settlement but within 15 minutes walk of a railway station. If the site was located on the edge of a key settlement (of at least a rural service centre or above), or had access to reasonably frequent bus links, the site was given a medium sustainability score. Sites essentially outside of a key settlement, with no access to public transport links, were given a low sustainability score. The scores were adjusted upwards if development could take place on a largely brownfield location or downwards if the site was largely greenfield. The score was also adjusted upwards if the site had the potential to link into the national rail network for freight distribution.

- *Commercial Suitability Score.* A score (high, fair or low) for each site was derived using an analysis of its location, its links to the wider highway network, the general site environment, access for HGV's, the existence of any proposals for the site, other developer interest and the likely potential demand for future employment uses.

- *Overall Quality.* This is a composite score of the commercial suitability and sustainability scores. Sites identified as high quality were either highly sustainable and at least fairly suitable from a market perspective or fairly sustainable and highly suitable from a market perspective. Fair quality sites scored fairly in at least either the sustainability or market perspective scores, whilst poor quality sites usually achieved a 'poor' score in both categories.

5.8 The SELA concluded that several sites could be of regional importance and should merit particular attention when considering future allocations. This list included:

- *Station Island, Wellingborough.* This site forms part of the sustainable urban extension to the east of Wellingborough and is strategically located with good rail links to London. Potentially it has good connectivity with Wellingborough town centre and offers a significant opportunity to attract regional and national office occupiers;

- *Land at Kettering South* (no 43). This site offers good A14 (Trans European Network Route) connectivity and has potential to act as a major site for B2/B8 employment to serve national, regional and local needs;
- *Land at Stanion Plantation, Corby* (no 16). This site could provide a strategic distribution location with good inter-modal road/rail transfer at the adjacent Eurohub; and
- *Rockingham, Corby/East Northamptonshire* (no 19). This site could provide a high performance engineering and motor sport cluster in conjunction with development at Silverstone and Brixworth in South Northamptonshire.

5.9 The SELA also identified the following sites as worthy of further investigation:

- *Corby – Cockerell Rd* (no 14) and *Corby Central Business Park* (no 90);
- *East Northamptonshire* - *Northampton Rd, Rushden* (no 61) and *A14, Thrapston* (no 68);
- *Kettering – Kettering Hub* (no 45), *Kettering Business Park* and *Land at the A14/A6 junction, Burton Latimer* (no 2); and
- *Wellingborough* - *Appleby Lodge* (no 74) and *Wilby Grange (Prospect Park)* (no 77).

5.10 ***The Draft North Northamptonshire Urban Structures Study*** (2013):

<http://www.nnjpu.org.uk/publications/docdetail.asp?docid=1377>

The study examines the urban structure of the towns in North Northamptonshire (the framework of existing streets and open spaces, and how they function) and has been used to inform policy development for the Core Spatial Strategy review. It assesses the scope for reducing the need to travel by car by looking at opportunities to put shops and services in the most accessible places and for making the streets, squares and open spaces pleasant, safe and direct so that walking, cycling and public transport are an automatic choice.

5.11 The study divides the edge of towns into a number of sectors and explores how well integrated growth would be in each of these. Grade 'A' indicates a sector with the best possible integration whilst grade 'E' indicates areas with the least integration potential. The study identifies key barriers to connectivity within the towns and puts forward ways to resolve them in order to improve economic, social and environmental performance. In order to capitalise on the special urban and rural mixed character of the area it also explores how the towns can better be connected with their rural areas and it assesses the special character of public spaces in order to inform the design of future areas. The Study identifies key

attributes which should be safeguarded or created in the towns and looks at the ways that the attributes can be realised through strategic planning and development principles. It summarises the key opportunities and constraints of each town and assesses how well potential development locations integrate into the existing urban fabric.

- 5.12 ***Environmental Sensitivity Consolidation*** (2009):
<http://www.nnjpu.org.uk/publications/docdetail.asp?docid=1134>

This study (referred to as the RNRP study) brings together earlier pieces of work that were undertaken in order to provide an assessment of the visual landscape, biodiversity and cultural heritage around a number of settlements across North Northamptonshire, including the Growth Towns and Market Towns. The study includes maps which identify the relative sensitivity of areas in relation to their potential to accept development. The relative sensitivities are shown in red, orange or yellow, representing high, medium and low sensitivity.

- 5.13 ***The North Northamptonshire Urban Extensions Study*** (2005):
<http://www.nnjpu.org.uk/docs/Urban%20Extension%20Study.pdf>

The study formed part of the evidence base for the 2008 adopted Core Spatial Strategy and was undertaken in order to identify the most sustainable directions for the development of sustainable urban extensions on the periphery of the towns of Corby, Kettering and Wellingborough. The study concluded that: Land to the North East and Land to the West should be the preferred directions for growth at Corby; Kettering East should be the preferred location for growth at Kettering; and Land to the East of Wellingborough East and Land to the North West should be the preferred directions for growth at Wellingborough.

- 5.14 ***Strategic Flood Risk Assessments (SFRA)***:

The district councils within North Northamptonshire have commissioned SFRAs which have been used to identify those areas of the sites referred to in the background paper that are at risk of flooding. Areas within flood zone 1 have been assessed as having a 1 in 1,000 annual probability of river flooding in any year, ignoring the presence of defences, whilst areas within zone 2 have between a 1 in 100 and 1 in 1,000 annual probability of flooding. Areas within zone 3a have a high probability of flooding (1 in 100 annual probability or greater) whilst areas within zone 3b form part of the functional floodplain or are designed as flood storage areas.

- 5.15 *Corby SFRA*, published in 2006 was updated in 2011. The update is not currently available on the website of the Borough Council.

East Northamptonshire SFRA can be accessed using the following link:
http://www.east-northamptonshire.gov.uk/site/scripts/documents_info.aspx?documentID=558&pageNumber=1

Kettering and Wellingborough SFRA is available at:
http://www.wellingborough.gov.uk/info/200132/local_development_framework/1169/evidence_base

Corby

- 5.16 ***Sustainability Appraisal (SA) of the Proposed Site Specific Allocations DPD*** (2009):
<http://www.corby.gov.uk/site-page/site-specific-allocations-dpd>

An assessment of housing and employment sites in Corby was included at appendices I (housing) and J (employment) of the SA. The housing assessment, however, excluded sites on the urban periphery as these had been considered during preparation of the adopted Core Spatial Strategy (see The North Northamptonshire Urban Extensions Study, above.) Of the 127 sites that were considered, only 21 were not discounted and the overwhelming majority of these were not of a strategic scale and are not, therefore, referred to in the background paper.

- 5.17 In respect of employment sites, the SA sought to expand on the findings of the SELA and identify sites in sustainable locations. The SA included 31 possible employment sites of which 12 were discounted. The majority of the sites, however, are not referred to in the background paper either because they are not of a strategic size; they form part of the larger Rockingham MRC development area; or they are currently committed. Of the sites included in the short list in the background paper, however, the following are described in the SA as having some potential: Cockerell Rd (no 14); Corby Central Business Park (no 90); Corby West (no 7) and several sites included within the proposed Rockingham MRC development area (no 19). The appraisal indicates that the following sites on the short list should be discounted: Land at Geddington (no 20); and Gretton Brook Rd (no 8). In addition, the document incorporates a further SA for Corby W (see page 572 of the SA).

- 5.18 ***Assessment of Potential Employment Sites*** (2010):
<https://www.corby.gov.uk/ldf-background-documents-employment-and-economy>

The authors of the SA noted a number of information gaps in the site appraisal data, notably in relation to the impact of development on biodiversity, the visual landscape and heritage; and the need to assess the ease of utility provision. The proximity of development to areas suffering from high levels of deprivation and the capacity of key services to cope with the level of development were also

recommended as additional indicators that should be included in the assessment. The 'Assessment of Potential Employment Sites' paper was therefore prepared by the Borough Council in order to assess the visual, heritage and biodiversity impact of the employment sites in the SA.

East Northamptonshire

- 5.19 ***Rushden Urban Extension background paper*** (2012):
<http://www.nnjpu.org.uk/docs/Rushden%20UE%20background%20paper%20Aug%2012.pdf>
East Northamptonshire Urban Extensions Study – Rushden Update (June 2012):
<http://www.nnjpu.org.uk/docs/Rushden%20UES%20update%20FINAL.pdf>

The East Northamptonshire Urban Extensions Study – Rushden Update included an assessment of alternative directions of growth on the periphery of Rushden (updating the East Northamptonshire Urban Extensions Study (Rushden, Higham Ferrers and Irthlingborough – referred to in 5.20, below) whilst the Rushden Urban Extension background paper explains the background to the decision to identify land to the east of the A6 bypass at Rushden (between John Clarke Way and Newton Rd) as the preferred location for a strategic urban extension to the town. The paper concludes that it is likely that detailed development proposals will be set out in the proposed Four Towns Plan to be prepared by East Northamptonshire Council rather than in the Core Spatial Strategy.

- 5.20 ***East Northamptonshire Urban Extensions Study (Rushden, Higham Ferrers and Irthlingborough)*** (2006);
East Northamptonshire Urban Extensions Study (Oundle, Thrapston and Kings Cliffe) (2006) and
East Northamptonshire Urban Extensions Study (Raunds) (2006)
http://www.east-northamptonshire.gov.uk/site/scripts/documents_info.aspx?documentID=558&pageNumber=1

The 3 studies, which examined possible directions for growth on the periphery of the above settlements, were prepared as part of the evidence base for the now adopted Rural North, Oundle and Thrapston DPD and the Four Towns Plan, which is currently being progressed by East Northamptonshire Council. The conclusions of the study included the following:

- Anticipated levels of growth to 2021 at Rushden and Higham Ferrers could be accommodated within the existing urban area;
- Higham Ferrers is constrained by the surrounding major roads in all available directions, which may present a major barrier in the future;
- The sector in Irthlingborough that has the least constraints is that to the west of the town;

- A key constraint to development in Oundle is the floodplain;
- The direction of growth on the edge of Oundle that would have the least impact is that to the north west of the town;
- Development to the south of Thrapston would have the least impact on the town; and
- Development to the north, east and south east of Raunds would have the least impact on the local environment.

5.21 **The Sustainability Assessment of Sites for Development Plan Documents** (2007):

http://www.east-northamptonshire.gov.uk/site/scripts/documents_info.aspx?documentID=558&pageNumber=1

This study provided further detail to the findings of the 2006 Urban Extensions Study using the same sectoral definitions, sustainability criteria and colour-coded scoring system. In total 197 sites were identified within 9 settlements although the vast majority of the sites were not of a strategic scale as defined in this background paper. The most sustainable and least sustainable sites achieved a final colour code of green and red respectively. The sites which were assessed and are included on the short list of sites in this background paper are as follows:

ENC ref	JPU ref (see Appendix 2)	Location	Conclusion
RTP220	38	Irthlingborough West	Orange
RTP223	39	Irthlingborough North	Red
RTP63&97	57	South of Station Rd, Raunds	Orange
RTP62	58	Raunds West	Orange
RTP75	68	Land to the north east (east of A605), Thrapston	Orange

5.22 **East Northamptonshire Employment Land Review** (2006):

http://www.east-northamptonshire.gov.uk/site/scripts/documents_info.aspx?documentID=558&pageNumber=1

The review identified a number of options for the most appropriate locations for new employment sites in the District and formed part of the evidence base for the Rural North, Oundle and Thrapston DPD and the Four Towns Plan. It concluded that several employment allocations should be retained, of which Rushden Lakes (no 63) is the only one of a strategic scale (>5ha) which has yet (2012) to be developed. The review indicates that the site 'is likely to provide a suitable location for either B1 or B8 uses'. The review also examined a list of unallocated sites which may have the potential to provide additional employment land.

Kettering

5.23 ***Rothwell and Desborough Urban Extensions Area Action Plan Background paper*** (2009):

http://consult.kettering.gov.uk/portal/development_services/rdaapsub/rdaap_prop_sub?t=ab=files

Kettering Borough Council has been preparing an Area Action Plan (AAP) to guide the development of urban extensions at Rothwell and Desborough. The draft AAP progressed to the Proposed Submission stage towards the end of 2009 and identified Rothwell North (no 59) and Desborough North (no 32) as the preferred locations for the urban extensions. Planning applications for both sites have, however, been submitted and it is, therefore, no longer the intention of the Borough Council to progress the AAP to adoption but to seek the allocation of the sites as part of the Core Spatial Strategy. The background paper for Rothwell and Desborough summarises the evidence base and information that informed the policy direction taken in the draft AAP.

5.24 ***Kettering Site Specific Proposals Local Development Document: Employment Allocations Background Paper and Housing Allocations Background Paper*** (2012):

http://www.kettering.gov.uk/info/494/planning-local_plans/1500/site_specific_proposals_local_development_document

These papers form part of the evidence base of the emerging Site Specific Plan. Whilst the employment paper focused on sites which are not of a strategic scale (i.e. 5ha or greater), the Borough Council assessed a portfolio of housing sites, including sites of a strategic scale, compiled from submissions received at the Issues Paper stage; as part of the Local Plan review; and as part of the SHLAA (2009). A summary assessment of the sites, which included several sites on the periphery of Corby but located within the Borough of Kettering, was included in the housing paper. Sites not discounted as part of the initial assessment, were categorised as: potential sites; sites with more significant constraints; and sites not suitable for development. The following table lists sites that were assessed and are listed in appendix 2 of this background paper:

KBC ref	JPU ref (see Appendix 2)	Location	Category
KE/016	50	West of Kettering (adjacent to the A14 and Kettering golf club)	Discounted through initial assessment - physically separated from Kettering by A14.
KE/017	45	Kettering Hub	Site with significant constraints
KE/035	48	North Kettering A	Not suitable for development
KE/036	49	North Kettering B	Not suitable for development
BL/048	4	Burton Latimer South East	Majority of site is not suitable for development.

BL/049	5	Burton Latimer North	Site with more significant constraints
KBC ref	JPU ref (see Appendix 2)	Location	Category
BL/053	6	Burton Latimer South West	Majority of site is not suitable for development.
DE/077	33	Desborough West	Not suitable for development
DE/078	32	Desborough North	Identified as an allocation in the Proposed Submission Rothwell and Desborough AAP
DE/140	31	Land at Humfrey's Lodge	Not suitable for development
RO/088	59	Rothwell North	Identified as an allocation in the Proposed Submission Rothwell and Desborough AAP
CO/122	21	SUE South West of Corby	Not suitable for development
CO/123	25	Land South of Great Oakley	Not suitable for development
CO/124	9	South East of Corby	Not suitable for development

5.25 **Kettering Employment Study (2005):**

http://www.kettering.gov.uk/site/scripts/documents_info.php?documentID=465&pageNumber=7

The study provides an assessment of options for future employment sites in and adjacent to the towns of Kettering, Burton Latimer, Rothwell and Desborough using a range of economic, social and environmental factors. It includes an assessment of a number of sites included in the short list (Appendix 2) of this Strategic Sites background paper and ranks these according to their deliverability

Wellingborough

5.26 **Wellingborough Town Housing Allocation Methodology and Site Selection (2010):**

http://www.wellingborough.gov.uk/downloads/file/5826/wellingborough_town_housing_allocation_methodology_and_site_selection_2010/1004

This paper forms part of the evidence base for the Site Specific DPD Preferred Options. It provides an assessment of a number of potential housing sites in and adjoining the town of Wellingborough, including the following sites referred to in the short list of sites in the background paper: West of Wellingborough) and Wilby Way (Prospect Park) (nos 77 and 70).

5.27 **The Sustainability Appraisal (SA) of the Site Specific DPD Preferred Options (2010):**

https://www.wellingborough.gov.uk/downloads/download/1946/site_specific_proposal-sustainability_appraisal

The SA includes an assessment of the sites at Appleby Lodge (no 74) and Wilby Way (Prospect Park) (no 70) for employment purposes.

5.28 **Wellingborough Employment Land Study** (2006):

http://www.wellingborough.gov.uk/downloads/file/2743/ss_study_wels_sept_06

The study provides an assessment of options for future employment sites in and adjacent to the town of Wellingborough using a range of economic, social and environmental factors. It includes an assessment of the following sites referred to in the short list (Appendix 2) of sites in the background paper: Wilby Way (no 70); East of Stanton Cross (no 71); Appleby Lodge (no 74); and West of Wellingborough (no 77)

Appendix 2 Long list of potential sites

Key					
	Sites discounted at the initial sieve stage				
	Sites included on the short list of potential strategic sites – see Appendix 3				
	Committed sites either with planning permission or allocated in an adopted Development Plan Document				
List of abbreviations used in the ‘source’ column, below (see section 5 for links to the studies referred to)					
BCW	Borough Council of Wellingborough Site Specific Plan Preferred Options background papers				
CBC	Corby Borough Council Sustainability Appraisal				
CSS	Core Spatial Strategy				
ED	Emerging Draft Plan (2012) – site promoter’s response only				
ENC	East Northamptonshire Council Sustainability Assessment of Sites for Development Plan Documents				
KBC	Kettering Borough Council Site Specific Proposals Housing Allocations Background				
KES	Kettering Employment Study ref no				
SELA	Northamptonshire Strategic Employment Land Assessment				
SHLAA	North Northamptonshire Strategic Housing Land Availability Assessment				
WELS	Wellingborough Employment Land Study				
Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential Use	Source/references	Reason for discount
1	Land to the south - east	Broughton	Residential	KBC – RA/144	Conflict with emerging Core Strategy – not within or adjacent to a Growth Town or Market Town
2	A14 junction 10 Page 96	Burton Latimer	Employment	SELA – K12/K14 KES - BL1/BL2 ED - 105	
3	Burton Wold Wind Farm	Burton Latimer	Employment - Strategic Energy Park	CSS Issues SELA - K24	Assessed on basis of SELA submission-warehousing linked to adjacent wind farm. Site in open countryside and not within or adjacent to a Growth Town or Market Town. Insufficient information received to assess energy park at present.
4	Land to the south-east Page 99	Burton Latimer	Residential and employment	KBC – BL/048 SELA - K11 forms part of site SHLAA - 1141	
5	Burton Latimer north Page 102	Burton Latimer	Residential and employment	KBC - BL/049 SHLAA - 657	

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential use	Source	Reason for discount
6	Burton Latimer south west Page 105	Burton Latimer	Residential employment and	KBC – BL/053 SHLAA - 670	
7	Corby West Page 39	Corby	Residential employment and	CSS issues SELA - C15 CBC - CBC 0013 SHLAA 1167/1171/2043 ED - 85	
8	Gretton Brook Road, Corby Page 42	Corby	Employment (resource recovery park)	CSS issues SELA – C21 CBC - CBC 0016 ED - 47	
9	Corby South East Page 44	Corby	Residential employment and	CSS issues SHLAA -1083 SELA- K38 ED -111	
10	Alternative SUE South East Corby	Corby	Residential employment and	SHLAA -372	Part of the site has planning permission (Little Stanion). Remainder not included in site 9 (South Wood) is a County Wildlife Site
11	Weldon Park	Weldon	Residential employment and		Site has planning permission subject to signing of a legal agreement.
12	Weldon Park extension Page 48	Weldon	Residential	SHLAA 957	
13	North Birchington Road	Corby	Employment		Site has planning permission - also forms part of the Rockingham MRC Development Framework area
14	Cockerell Road Page 50	Corby	Employment	SELA – C4	
15	Willowbrook North (Car Storage Site)	Corby	Employment		Site has planning permission - also forms part of the Rockingham MRC Development Framework area
16	Stanion Lane Plantation (Eurohub)	Corby	Employment		Site has planning permission

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential use	Source	Reason for discount
17	Centrix Park	Corby	Employment		Site has planning permission – phase 1 developed (Alpha Court). Site also forms part of the Rockingham MRC Development Framework area
18	Scott Hills	Corby		SELA – C23	Planning permission granted for retail
19	Rockingham Enterprise Area Page 52	Corby (site is, in part, within East Northamptonshire)	Employment	SELA – E25	
20	Land at Geddington Road Page 55	Corby	Employment (strategic distribution and rail freight Interchange)	SELA - C7 CBC - CBC 0007	
21	Land South of Corby Page 58	Corby	Residential and employment	SHLAA – 373 SELA – K40 KBC – CO/122	
23	Land adjacent to the villages of Easton on the Hill and Collyweston		Employment and residential	CSS alternative site	Conflict with emerging Core Strategy which directs strategic development to the Growth Towns/Market Towns
24	Gefco (E of Geddington Rd)	Corby	Employment		Site has planning permission
25	Land south of Great Oakley Page 61	Corby	Residential	KBC- CO/123 SHLAA – 1060 ED -56	
26	Land at New Grange Farm Page 64	Stanion	Residential	SHLAA - 965	
27	Thoroughsale Wood	Corby	Residential	SHLAA – 47/ 52 CBC – CBC0005/0006	Discounted due to environmental constraints
29	Land at Priors Hall	Corby	Residential and employment		Site has planning permission
30	Deenethorpe Airfield - Not assessed as part of the background paper	Deenethorpe	New Village	CSS issues	Exception site- defined as an 'area of opportunity' in the emerging Core Strategy
31	Magnetic Park	Desborough	Employment	SELA – K31	Site has planning permission

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential use	Source	Reason for discount
32	North Desborough	Desborough	Residential	KBC – DE/078 SHLAA - 1160	Site has planning permission
33	Desborough West Page 110	Desborough	Residential and employment	KBC – DE/077 SHLAA – 1024 ED - 120	
34	Humfrey's Lodge Page 112	Desborough	Residential	SHLAA - 2187 KBC – DE/140	
35	Duchy Farm Page 51	Higham Ferrers	Residential	SHLAA - 1068	
36	Land South of Ferrers School	Higham Ferrers	Residential	SHLAA 1131	SHLAA assessed capacity of site is below that required for the site to be of a strategic scale
37	Nene Park	Irthlingborough	Employment	SELA – E17	Site has planning permission and, in part, is developed
38	Irthlingborough West Page 73	Irthlingborough	Residential and employment	CSS issues SHLAA - 1007 ENC – RTP220	
39	Land West of Crow Hill/ north of A6 (Irthlingborough North) Page 76	Irthlingborough	Residential and employment	ENC – RTP223	
40	Islip Furnace site, Kettering Road	Islip	Employment		Site has planning permission
41	West of Kettering	Kettering	Residential	CSS issues SHLAA - 1006	Further analysis has indicated that the site is not of a strategic scale
42	Kettering North (Weekley Wood Development Area) Page 116	Kettering	Employment and Leisure	CSS issues SELA - K9 ED - 111	.
43	Kettering South Page 119	Kettering	Employment	SELA – K1 ED - 30	
44	Cransley Park	Kettering	Employment		Planning permission and on site infrastructure completed
45	Kettering Hub Page 125	Kettering	Residential and employment	SELA – K7 KES – KN5 SHLAA – 1025 KBC – KE/017 ED - 98	
46	Kettering East	Kettering	Residential and employment		Site has planning permission
47	Station Quarter	Kettering	Employment primarily		Allocated in Kettering Town Centre AAP

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential use	Source	Reason for discount
48	North Kettering A Page 128	Kettering	Residential	KBC- KE/035 SHLAA - 2183	
49	North Kettering B Page 131	Kettering	Residential	KBC – KE/036 SHLAA - 2184	
50	West Kettering Page 122	Kettering	Residential and employment	SHLAA – 1087&2206 KBC – KE/016	
51	Rockingham Forest Park	Kingscliffe	Holiday Park	CSS issues ED - 33	Holiday park – would not contribute towards housing provision
52	Land adjacent to Mawsley	Mawsley	Residential	KBC – RA/115	Conflict with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
53	Northampton East	Northampton	Residential and employment	CSS issues ED - 102	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
54	Warth Park	Raunds	Employment		Site has planning permission and is under construction
55	North/North East Raunds	Raunds	Residential and employment		Site has planning permission
56	Darsdale Farm, Chelveston Road (Raunds South)	Raunds	Residential		Site has planning permission
57	South of Station Rd Page 78	Raunds	Residential	SHLAA – 2137 ENC – RTP63 & part 97	
58	South of Meadow Lane/Yale Poultry farm, London Road (Raunds West) Page 81	Raunds	Residential	SHLAA – 1010 ENC – RTP62	
59	Rothwell North Page 134	Rothwell	Residential and employment	CSS issues SELA - K29/30 SHLAA - 1022	
60	South east of A14/A6 junction Page 137	Rothwell	Residential and employment	CSS issues SELA – K26	

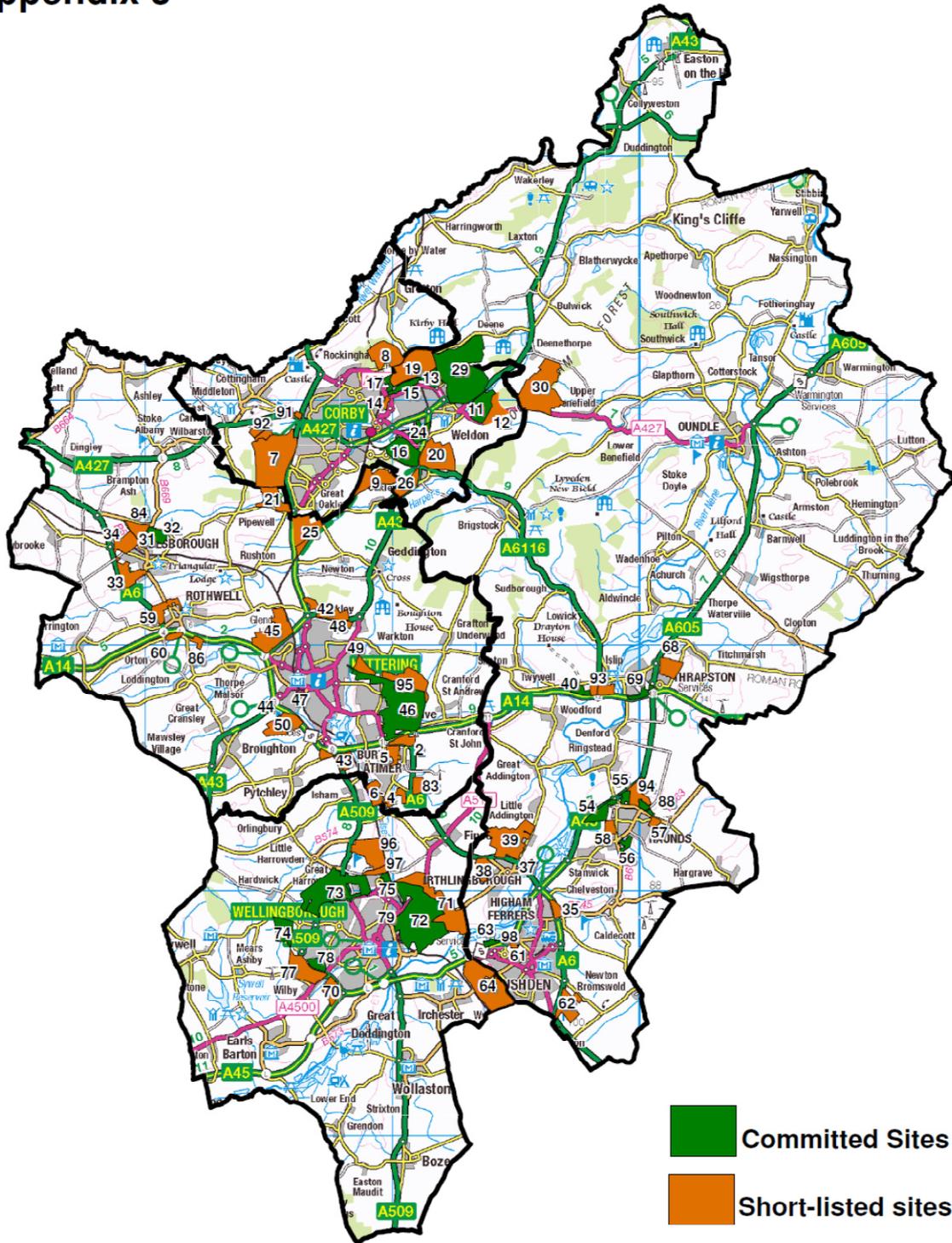
Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential use	Source	Reason for discount
61	Northampton Road	Rushden	Employment	SELA – E7	Rushden - directions of growth assessed in Urban Extension background paper (August 2012): http://www.nnjpu.org.uk/docs/Rushden%20UE%20background%20paper%20Aug%2012.pdf
62	East of A6 bypass	Rushden	Residential and employment	SHLAA 1088	
63	Skew Bridge/Rushden Lakes		Employment		Site has planning permission
64	South- west Rushden	Rushden	Housing/employment		Rushden - directions of growth assessed in Urban Extension background paper (August 2012): http://www.nnjpu.org.uk/docs/Rushden%20UE%20background%20paper%20Aug%2012.pdf
65	Minton Distribution Centre	Sywell	Housing/ employment	CSS issues Response to BCW consultation ED - 116	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
66	Sywell Aerodrome	Sywell	Employment - 'Centre of Excellence' for high tech industries	CSS alternative site	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
67	Sywell Grange, Holcot Lane	Sywell	Employment	Response to BCW consultation	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
68	North East Thrapston (east of A605) Page 84	Thrapston	Residential and employment	CSS issues SELA - E6 ENC – RTP75	
69	Thrapston South	Thrapston	Residential and employment		Allocation in adopted Rural North Oundle and Thrapston Plan

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential Use	Source	Reason for discount
70	Prospect Park (Wilby Grange) Page 144	Wellingborough	Residential and employment	CSS issues SHLAA -984 & 2103 BCW - WE13 housing paper & PO 44 of sustainability appraisal WELS – W5 SELA – W13 ED - 104	
71	Stanton Cross (additional land to east) Page 147	Wellingborough	Mixed Use	CSS issues SELA – W2 SHLAA - 2174 BCW - PO 53 of sustainability appraisal WELS –EE sites ED - 62	
72	Stanton Cross	Wellingborough	Residential and employment		Site has planning permission
73	Upper Redhill	Wellingborough	Residential and employment		Site has planning permission
74	Appleby Lodge	Wellingborough	Employment	CSS issues SELA – W14 BCW - PO44 of sustainability appraisal WELS – W2 ED - 83	Site has planning permission subject to the signing of a legal agreement
75	Ogee Business Park	Wellingborough	Employment		.Site has planning permission. Infrastructure has been constructed and several plots developed.
76	Pulse Park, north Wellingborough	Wellingborough	Employment	SELA - W16 (see map ref 96/97)	Site has not been promoted through CSS Review.
77	West of Wellingborough (between Wilby and Park Farm industrial estate) Page 150	Wellingborough	Residential and employment	SHLAA - 916 BCW – WE38 housing paper WELS – W4	
78	Park Farm Way/Shelley Road	Wellingborough	Residential		Allocated for development in the Borough of Wellingborough Local Plan Alteration

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential Use	Source	Reason for discount
79	East of Eastfield Rd	Wellingborough	Residential primarily		Outline permission (WP/2008/0050) granted for phase 1 in 2010 for a mixed use, predominantly residential. Reserved matters (WP/2010/0054) relating to part of the site for 80 dwellings approved in 2010. Site under construction.
80	Several sites on the periphery of the village	Wollaston	Residential and employment		Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
81	Kettering Rd allotments	Broughton	Employment	SELA - K15 KBC – RA/099	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
82	St Andrew's Farm, Gate Lane	Broughton	Employment	KBC – Broughton inset to Plan	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
83	Land East of Higham Road Page 108	Burton Latimer	Employment	SELA K13	
84	Stoke Rd (north of Harborough Rd) Page 114	Desborough	Employment	KBC - DE/141	
85	Desborough Airfield	Stoke Albany	Employment	SELA – K39	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns
86	Land adj cemetery (south of A14) Page 139	Rothwell	Employment	SELA – K28	
87	Harrington Rd (west of Rothwell)	Rothwell	Employment	SELA – K27	Conflicts with emerging Core Strategy which directs strategic growth to the Growth Towns and Market Towns

Map Ref	Site and assessment page no (amber sites only)	Settlement	Potential Use	Source	Reason for discount
88	Northdale End	Raunds	Residential and employment		Site has planning permission
89	Seymour Plantation, Rockingham Rd	Corby	Employment		Whilst the site has planning permission most of the land is now leased to the County Council for use in connection with an adjoining former Landfill site.
90	Central Business Park	Corby	Employment and housing	SELA – C10 SHLAA – 1148 CBC - CBC 0009	Plans for a school on part of the land – the residual area is not of a strategic scale.
91	West of Uppingham Rd Page 67	Corby	Residential and/or employment	ED - 100	
92	Corby West (additional land) Page 69	Corby	Residential and employment	ED - 123	
93	Thrapston West (A14 jcn 12) Page 87	Thrapston	Residential and employment	ED - 101	
94	Middle End (between Northdale End and West End) Page 90	Raunds	Residential and employment	ED - 106	
95	Kettering East (additional land) Page 141	Kettering	Residential and employment	ED - 82	
96	North of Finedon Rd Industrial Estate Page 153	Wellingborough	Employment	ED - 132	
97	North of Finedon Rd Industrial Estate Page 156	Wellingborough	Employment	ED - 132	
98	Nene Valley Farm Page 93	Rushden	Employment	ED - 67	

Appendix 3



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Short List of Strategic Sites

Appendix 4 Site Assessment Sheet

Sustainability Appraisal Topic	Sustainability Appraisal Objective	Decision making criteria/source	Symbol
Social Progress which recognises the needs of everyone			
Accessibility	To improve accessibility and transport links from residential areas to key services, facilities and employment areas and enhance access to natural environment and recreational opportunities	Proximity to services (see page8) (NCC highways/local authority)	
		Good proximity to services	
		Medium proximity to services	
		Poor proximity to services	
		Proximity to the trunk/principal road network (NCC highways)	
		Well located in relation to the network - Adjacent or very close to a trunk or principal road (i.e. under 1km)	
		Between 1 and 5kms of a trunk or principal road via good, unconstrained roads	
		Poorly located in relation to the network - Over 5km from a trunk or principal road junction/ access and/or through constrained/local roads and/or through a town centre or residential area.	
		Connectivity to the existing urban area (Urban Structures Study)	
		Site well connected (score of A in the Urban Structures Study (USS))	
		Some connectivity issues (score of B or C in USS)	
		Site poorly connected (score of D or E in USS)	
	Impact on the existing form of the settlement – see below		
Housing	Ensure that new housing provided meets the housing needs of the area, provide affordable and decent housing for all	<i>All housing sites are likely to offer similar opportunities to meet this objective – it has not therefore been used as a criterion for choosing between sites.</i>	
Health	Improve overall levels of physical and mental health, reduce the disparities between different groups and different areas	Impact on existing sports and recreation facilities (local authority)	
		No impact	
		The loss of facilities could be mitigated	
		Loss of facilities – unlikely that this impact could be mitigated	
		Impact of an existing notifiable installation, including pipelines, on the development (HSE)	
		Not within the specified consultation zone of a notifiable installation	
		Within the specified consultation zone of a notifiable installation – development, however, is unlikely to be precluded	
Within a specified consultation zone of a notifiable installation - development likely to be precluded			
Crime	To improve community	<i>All sites are likely to offer similar opportunities to</i>	

	safety, reduce the incidences of crime and the fear of crime and anti-social behaviour – a safe place to live	<i>meet this objective – it has not therefore been used as a criterion for choosing between sites.</i>	
Community	Value and nurture a sense of belonging in a cohesive community whilst respecting diversity	<i>All sites may offer opportunities to contribute towards this objective – it has not therefore been used as a criterion for choosing between sites.</i>	
Skills	To improve overall levels of education and skills	<i>Not relevant to the assessment – it will not assist in choosing between sites.</i>	
Liveability	To create healthy, clean and pleasant environments for people to enjoy living, working and recreating in and to protect and enhance residential amenity	<i>Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development (local authority)</i>	
		Development not significantly affected.	
		Development affected - but this could be mitigated.	
		Development significantly affected – unlikely that this could be satisfactorily mitigated.	
		<i>Impact of the development on neighbouring land uses (local authority)</i>	
		Compatible with neighbouring uses	
		Compatible, subject to mitigation measures	
Incompatible – unlikely that the impact could be mitigated			
Effective protection of the environment			
Biodiversity	To protect, conserve and enhance biodiversity, geodiversity, wildlife habitats and green infrastructure to achieve a net gain and to avoid habitat fragmentation	<i>Impact on biodiversity (RNRP assessment/ SHLAA)</i>	
		Within an area of low sensitivity or not within an area of sensitivity	
		Within an area of medium sensitivity	
		Within an area of high sensitivity	
		<i>Impact of the development on a protected species or on a site recognised for its wildlife or geological importance (local authority)</i>	
		Unlikely to have an adverse impact	
		Likely to have an adverse impact, although it is likely that this could be mitigated	
Major adverse impact - less certain that this could be mitigated			
Landscape	To protect and enhance the quality, character and local distinctiveness of the natural and cultural landscape and the built environment	<i>Impact on visual landscape (RNRP assessment/ SHLAA)</i>	
		Within an area of low sensitivity or not within an area of sensitivity	
		Within an area of medium sensitivity	
		Within an area of high sensitivity	
		<i>Impact on the existing form of the settlement</i>	
		Significant positive impact (e.g. gateway development or redevelopment of brownfield land in a prominent location)	
Neutral impact on the form and character of the settlement			

		Significant adverse impact (e.g. would affect prominent vistas/views; result in coalescence with neighbouring settlement or is significantly detached from the settlement)	
Cultural heritage	Protect and enhance sites, features and areas of historic, archaeological, architectural and artistic interest and their setting	Impact on heritage (RNRP assessment/ SHLAA)	
		Within an area of low sensitivity or not within an area of sensitivity	
		Within an area of medium sensitivity	
		Within an area of high sensitivity	
		Impact on listed buildings, conservation areas, schedule ancient monuments and historic parks and gardens (local authority)	
		Unlikely to have an adverse impact	
		Likely to have an adverse impact, although this could probably be mitigated	
Climate change	Reduce the emissions of greenhouse gases and impact of climate change (adaptation and mitigation)	<i>All sites are likely to offer similar opportunities to meet this objective; it is not therefore a criterion for choosing between sites.</i>	
		Major adverse impact - less certain that this could be mitigated	
Prudent use of natural resources			
Air	To maintain or improve local air quality	See 'liveability' (above) - impact on existing noise or odour	
Water	Maintain or improve the quality of ground and surface water resources and minimise the demand for water	<i>All sites are likely to offer similar opportunities to minimise the demand for water and this objective has not therefore been used as a criterion for choosing between sites.</i>	
Natural hazard	Reduce impact of flooding and avoid additional risk	Impact on flood risk (Strategic Flood Risk Assessment)	
		The site is entirely within flood zone 1	
		The site is within (either entirely or in part) flood zone 2 or else part of the site (though not the bulk) is within zone 3	
		The site is entirely, or largely, within flood zone 3	
Soil and land	Ensure efficient use of land and maintain the resource of productive soil	Impact on the use of previously developed land (local authority)	
		Development would be entirely, or essentially, on brownfield land	
		A significant proportion of the site is greenfield.	
		Development is entirely, or essentially, greenfield	
		Impact on the quality of agricultural land (Agricultural Land Classification Map)	
		Unlikely to result in the loss of best and most versatile agricultural land (grades 1, 2 or 3a)	
Likely to result in the loss of best and most versatile agricultural land.			
Minerals	Ensure the efficient use of minerals and primary resources	Impact on the stock of minerals (Minerals and Waste Development Framework Proposals Map)	
		The site is not on land allocated for mineral extraction	

		The site is on land allocated for mineral extraction	
Energy use	To mitigate climate change by minimising carbon based energy usage by increasing energy efficiency and to develop North Northamptonshire's renewable energy resource, reducing dependency on non-renewable resources	<i>All sites are likely to offer similar opportunities to meet this objective; it is not therefore a criterion for choosing between sites.</i>	
Waste	To reduce waste arisings and increase reuse, recycling and composting	<i>All sites are likely to offer similar opportunities to meet this objective; it is not therefore a criterion for choosing between sites.</i>	
Maintenance of economic growth and employment			
Employment	Maintain and enhance employment opportunities and to reduce the disparities arising from unequal access to jobs.	<i>All employment sites are likely to offer similar opportunities to meet this objective; it is not therefore a criterion for choosing between sites.</i>	
Wealth creation	Retain and enhance the factors which are conducive to wealth creation, including personal creativity, infrastructure and the local strength and quality's that are attractive to visitors and investors	Availability - the likelihood of the site being available for development (SELA/SHLAA)	
		Interest in developing the site and willing land owner(s)	
		Interest in developing the site is unknown	
		No interest in developing the site and/or known to be in complex/multiple ownership	
		Deliverability - likelihood of site coming forward for development (SELA/SHLAA)	
		High (score of 4 or above in the SELA or SHLAA)	
		Medium (score of 2 or 3 in the SHLAA or 2 or more, but less than 4, in the SELA)	
		Low (score of less than 2 in the SELA or the SHLAA)	
		Ease of utility provision (SELA/SHLAA)	
		Very easy or easy to service	
		Average or moderately easy to service	
		Least easy to service	
		Access infrastructure (subject to a site-specific Transport Assessment) (NCC highways)	
		There are an adequate number of potential access points relative to the site. Minimal access infrastructure is required.	
Unclear whether the number of access points needed could be achieved - more investigation required			
It is clear that access cannot be gained to the site or, alternatively, high cost infrastructure would be required (e.g. access bridge etc)			

		Capacity of the highway network (subject to a site-specific Transport Assessment) (NCC highways)	
		Sufficient capacity exists on the network and no capacity enhancements would be required to facilitate development	
		Known capacity constraints, but schemes identified or solutions could be achieved at a good cost benefit	
		Known constraints in near vicinity - such as link capacity or junction capacity. The cost of the scheme would be a significant constraint	
Town centres	Protect and enhance the vitality and viability of town centres and market towns	<i>Not relevant to this assessment. It will not assist in choosing between sites.</i>	

Appendix 5
Site Assessment Matrix of Uncommitted Sites included in the Short List (see Appendix 2 and 3)

Map reference	Shaa category	Total quality of site	Deliverability	Availability	Impact on the stock of minerals	Impact on the quality of agricultural land	Impact on the use of previously developed land	Impact on flood risk	Impact on the existing form of the settlement	Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks/gardens	Impact on heritage	Impact on visual landscape	Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Impact on biodiversity	Impact of the development on neighbouring land uses	Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.	Impact on existing sports and recreation facilities	Impact of an existing notifiable installation, including pipelines, on the development	Ease of utility provision	Capacity of highway network	Access infrastructure	Connectivity to existing urban area	Proximity to trunk/principal road junction	Proximity to services
	Corby																							
	Employment sites																							
8	Gretton Brook Road, Corby																							
14	Land at Cockerell Road																							
19	Rockingham Enterprise Area																							
20	Land at Geddington Road																							
	Mixed use sites																							
7	Corby West																							4
92	Corby West (additional land)																							4
9	Corby South East																							2
21	South West Corby																							4
	Residential sites																							
12	Weldon Park extension																							4
25	Land south of Great Oakley																							2
26	Land at New Grange Farm, Stanion																							3
	Employment/mixed use or residential																							
91	Land west of Uppingham Road																							4

Map reference	Shiaa category	Total quality of site	Deliverability	Availability	Impact on the stock of minerals	Impact on the quality of agricultural land	Impact on the use of previously developed land	Impact on flood risk	Impact on the existing form of the settlement	Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks/gardens	Impact on heritage	Impact on visual landscape	Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Impact on biodiversity	Impact of the development on neighbouring land uses	Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.	Impact on existing sports and recreation facilities	Impact of an existing notifiable installation, including pipelines, on the development	Ease of utility provision	Capacity of highway network	Access infrastructure	Connectivity to existing urban area	Proximity to trunk/principal road junction	Proximity to services
	East Northants																							
	Employment sites																							
98	Nene Valley Farm, Rushden																							
68	Thrapston - Land to North East (E of A605)																							
	Mixed use sites																							
38	Irthlingborough West																							2
39	Irthlingborough North - West of Crow Hill/north of A6																							
93	Thrapston West (A14 jcn 2)																							3
94	Middle End, Raunds																							3
	Residential sites																							
35	Duchy Farm, Chelveston Rd, Higham Ferrers																							3
57	Raunds - Land South of Station Rd																							2
58	Raund West																							3
	Kettering																							
	Employment sites																							
2	Burton Latimer - A14 junction 10																							
83	Burton Latimer - East of Higham Rd																							
84	Desborough - Stoke Rd																							
42	Kettering North (Weekley Wood Development Area)																							

		Shiaa category	Total quality of site	Deliverability	Availability	Impact on the stock of minerals	Impact on the quality of agricultural land	Impact on the use of previously developed land	Impact on flood risk	Impact on the existing form of the settlement	Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks/gardens	Impact on heritage	Impact on visual landscape	Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Impact on biodiversity	Impact of the development on neighbouring land uses	Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.	Impact on existing sports and recreation facilities	Impact of an existing notifiable installation, including pipelines, on the development	Ease of utility provision	Capacity of highway network	Access infrastructure	Connectivity to existing urban area	Proximity to trunk/principal road junction	Proximity to services
43	Kettering South																								
60	Rothwell - land south east of A14/A6jcn																								
86	Rothwell - Land adj cemetery (south of A14)																								
	Mixed use sites																								
50	West Kettering																								3
45	Land at Kettering Hub																								3
59	Rothwell North																								2
95	Kettering East (additional land)																								4
	Residential sites																								
4	Burton Latimer - Land to the south-east																								2
5	Burton Latimer North																								3
6	Burton Latimer – South-west																								3
33	Desborough West																								3
34	Desborough - Humfrey's Lodge																								3
48	North Kettering A																								3
49	North Kettering B																								3

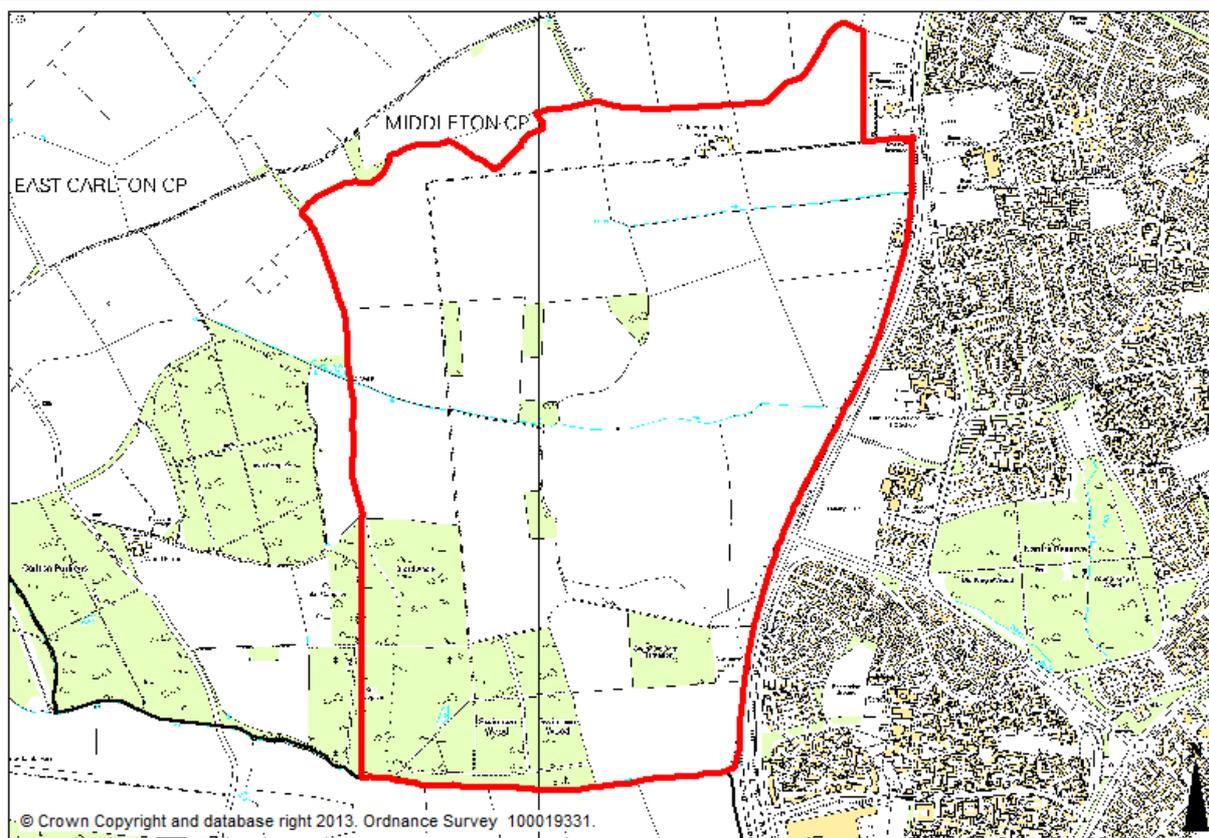
		Shiaa category	Total quality of site	Deliverability	Availability	Impact on the stock of minerals	Impact on the quality of agricultural land	Impact on the use of previously developed land	Impact on flood risk	Impact on the existing form of the settlement	Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks/gardens	Impact on heritage	Impact on visual landscape	Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Impact on biodiversity	Impact of the development on neighbouring land uses	Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.	Impact on existing sports and recreation facilities	Impact of an existing notifiable installation, including pipelines, on the development	Ease of utility provision	Capacity of highway network	Access infrastructure	Connectivity to existing urban area	Proximity to trunk/principal road junction	Proximity to services	
	Wellingborough																									
	Employment sites																									
74	Wellingborough - Appleby Lodge																									
96	Wellingborough - North of Finedon Rd Industrial Estate																									
97	Wellingborough – North of Finedon Rd Industrial Estate																									
	Mixed use sites																									
70	Wellingborough -Wilby Grange (Prospect Park)																									3
71	Wellingborough - Stanton Cross (additional land to East)																									4
77	Wellingborough - west (between Wilby and Park Farm Industrial Estate)																									3

Appendix 6

Detailed Site Assessments of Potential Strategic Housing and Employment Sites

Sites within or adjacent to Corby (includes several sites within Kettering and East Northamptonshire local authority areas)

Local authority: Corby	
Site 7: Corby West	
Other references: CSS issues; SELA – C15; SHLAA – 1167/1171/2043; CBC – CBC013; Emerging draft JCS (2012) rep no 85	
Site Assessment – Mixed use development – sustainable urban extension	
Site Area: ~ 368ha	Settlement hierarchy: Growth Town
Uses: The promoter is seeking an allocation for 4,000 dwellings during the plan period together with approximately 11ha of employment land (B1/B2 uses) and ancillary facilities. Further information relating to Corby West can be found on the promoter’s website at: http://www.westcorby.com/	
Site Description: The site is located to the west of Corby and is separated from the urban area by the A6003, which forms the eastern boundary. The site essentially consists of arable land crossed by a series of shallow valleys with small streams running east to west. The area is bordered to the north by the A427 (Harborough Rd) and to the west and south west by woodland and land in agricultural use.	

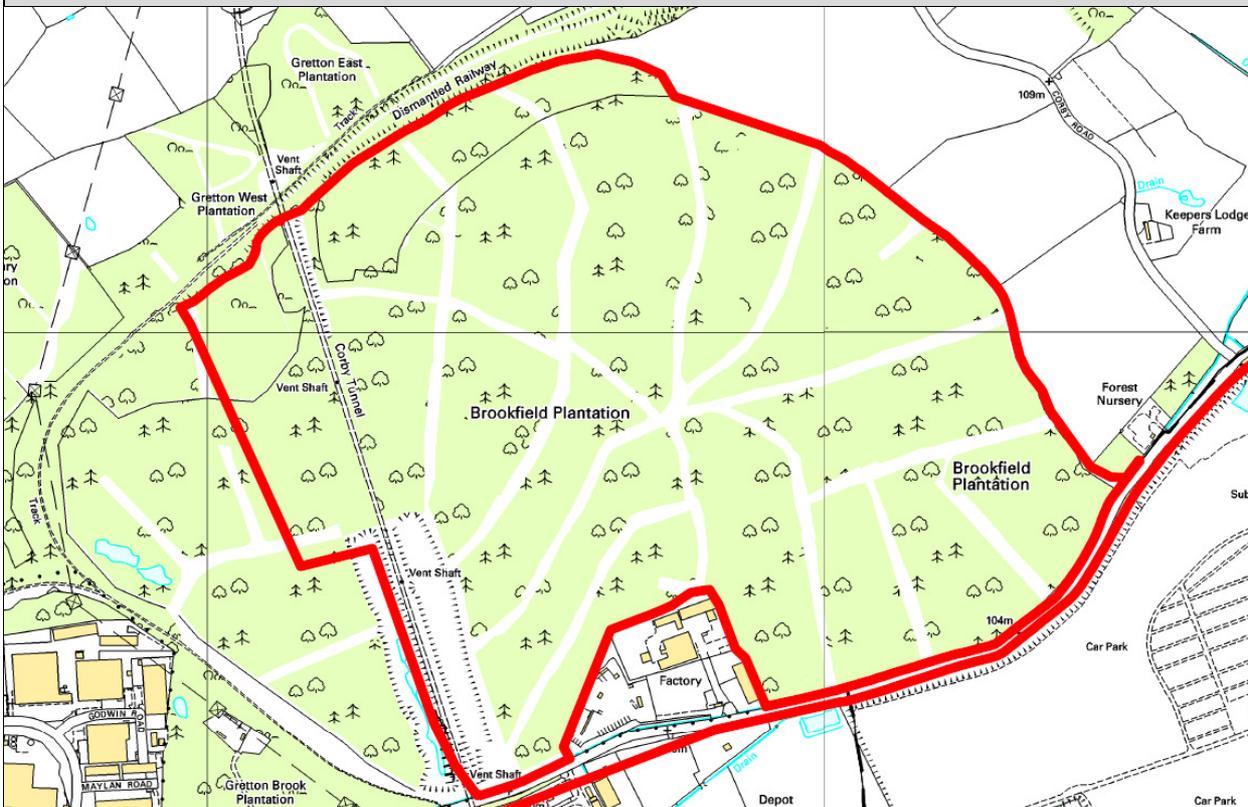


Criteria	Comments
Proximity to services	Development of the scale proposed would enable the provision of a range of local services and facilities. Proposals put forward by the promoter include the provision of employment, healthcare provision, schools, shops, and community facilities. The following assessment, however, is based on

		the proximity of the site to existing services - there are employment sites close by, although access is difficult without a car. There are a number of primary schools nearby along with healthcare facilities, although access is challenging due to the road layout.
Proximity to a trunk/principal road junction		The site is located on the A6003 with access to the A14 (6km away).
Connectivity to the existing urban area		The A6003 acts as a major barrier to the rest of Corby. Downgrading this road in the future and addressing the lack of frontage could make future development more successful. Connections across this road will be important in order to prevent isolation. Potentially, Gainsborough Road would provide the most direct route to the town centre. Non-motorised uses and public transport links are essential.
Access infrastructure		There are height issues, although it should be possible to provide 1 or 2 access points from the A6003 and 1 access point from the A427.
Capacity of the highway network		The direct impact of this site would be on the A6003 which has good capacity. Notwithstanding this, however, capacity enhancements will need to be provided in the vicinity of the A6003/Cottingham Road and A6003/Oakley Road junctions. A large site such as this could be, to a certain extent, self-sustaining due to internalised trip generation. Further investigation is required into the likely impact that development would have on the capacity of the A14 (junction 7).
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to major roads - mitigation measures will be required
Impact of the development on neighbouring land uses		Compatible with neighbouring land uses subject to the need for mitigation measures indicated elsewhere in this assessment.
Impact on biodiversity		Area of high sensitivity which contains designated areas of woodland, including ancient woodland (Great Cottage and Swinawe Woods). Other important habitats include water courses and hedgerows
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown. .
Impact on visual landscape		Area of medium sensitivity - the site forms a plateau between the Welland Valley to the north-west and the valley of Harper's Brook (in which Pipewell is located) to the south.
Impact on heritage		Area of low sensitivity. No listed buildings etc on the site and unlikely to impact on heritage assets at Pipewell. The site is located within an area of archaeological activity and a heritage assessment would be required. Areas of ancient woodland are an important asset.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Need to retain the rural setting of Cottingham, Middleton and East Carlton to avoid coalescence. Pipewell is visually separated from the site by the

		woodland landscape, although the edge of the development should include appropriate mitigation measures.
Flood risk		Most of the site is within flood zone 1, although small areas are within a higher category
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Will result in the loss of grade 3 agricultural land - uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by willing land owners and is being actively promoted through the Core Spatial Strategy (CSS) review.
Deliverability - Likely market demand		SHLAA – the site has moderate marketability and/or viability.
		SELA indicates poor deliverability – there would be some market demand but it is very unlikely that the volume of floor space for employment purposes could be delivered from the light industrial and office occupier markets.
Total quality		Site assessed as one of low quality in the SELA
SHLAA category	4	Sustainable Urban Extension, the broad location of which has been identified in the adopted CSS
Other considerations		
Part of the site is within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Public rights of way		Measures will need to be taken to retain these and provide appropriate links.
Summary of Assessment:		
Key positive factors		Key negative factors
Adjacent to the principal road network and there are a number of potential access points		Poor connectivity to the existing urban area
Held by willing land owners and is being actively promoted through the Core Spatial Strategy (CSS) review		Area of high biodiversity. Opportunities exist, however, to enhance and connect habitats to form a linked network across the site
Proposals provide for housing and employment and development will be of a scale that will enable on site provision of some facilities including schools and local shops.		Concerns about the deliverability of the proposed quantum of employment if limited to the light industrial and office markets.
The broad location of development at Corby West has been established in the adopted CSS		

Local authority: Corby	
Site 8: Brookfield Plantation, Gretton Brook Rd, Corby	
Other references: Planning application ref 13/00027/OUT. Emerging draft JCS (2012) rep no 47. SELA – C21, CSS issues submission, CBC - CBC0016	
Site Assessment: Proposed employment uses	
Site Area: ~ 50ha development footprint	Settlement hierarchy: Growth Town
Proposed development: Resource recovery park which would provide for the following Businesses that are: able to utilise a source of energy or materials provided by other businesses within the development or on the adjacent industrial estate; Generators of energy, including renewable energy, waste or a by-product that is capable of being used by businesses within the development; Recycling and waste treatment industries; environmental research and development, enterprise, and education; and Manufacturing in the recycling / renewable industries.	
Site description: The site is located within the Brookfield Plantation to the north of Gretton Brook Road. The Plantation is a large area of mixed woodland on ground previously worked through open cast mining for iron ore to serve the Corby steel industry.	



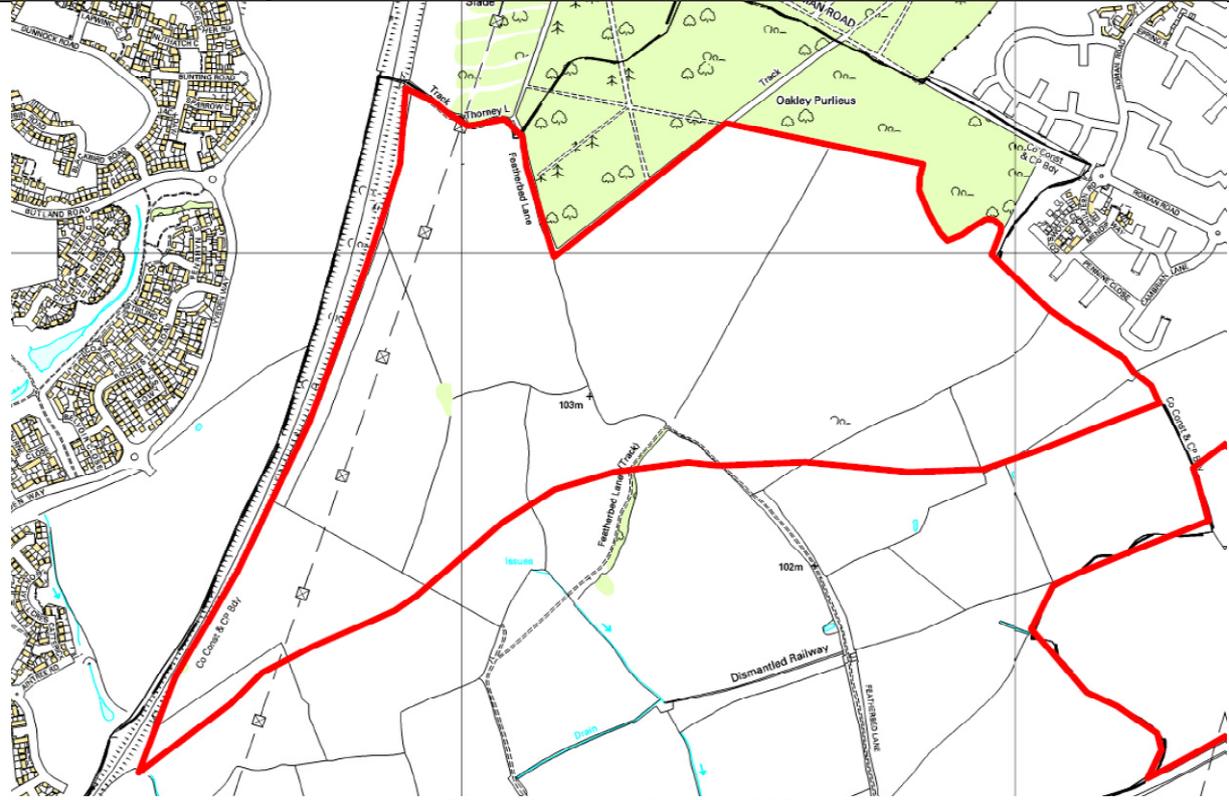
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Criteria	Comments
Proximity to services	The area is poorly served by public transport with a very limited service. The nearest convenience shop is Asda, which is over a mile away. The promoters proposals, however, seek to improve access through the provision of a 'facilities' hub which could include catering facilities, a general store and public parking for visitors wishing to use the footpath network. Proposals also include a demand led dedicated shuttle bus to the town centre and railway station whilst a public footpath would be provided along Gretton Brook Rd.
Proximity to a trunk/principal road junction	Within 1km of the principal road network

		(A6116).
Connectivity to existing urban area		Integration capacity grade D – Poor connectivity to the town centre. The industrial area to the south has a semi connected grid, but very large blocks which are not of a human scale and therefore less likely to be used for walking/cycling through.
Access infrastructure		This site is to the north of the Rockingham Master Plan Development area. Whilst access appears achievable off Gretton Brook Road, infrastructure upgrading would be required dependant on the intensification of the site and to accommodate the high HGV movements that would be generated by the site.
Capacity of the highway network		Reasonably good capacity on Corby network - some localised capacity enhancements would be required, particularly to accommodate high HGV movements generated by the site.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Whilst a gas transmission pipeline crosses the site the Health and Safety Executive has advised that most of the planning application is outside the restricted area.
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreation facilities (but see 'impact of the development on neighbouring land uses')
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Whilst existing limitations on Rockingham Motor Speedway are unlikely to prevent significant impact this issue may need to be assessed when considering specific proposals
Impact of the development on neighbouring land uses		Employment development could have an adverse impact on the potential recreational value of Brookfield Plantation, the neighbouring travellers site and the operation of the waste disposal facility.
Impact on biodiversity		Area of high sensitivity - Brookfield Plantation is a County Wildlife Site located within the Nene Valley Nature Improvement Area (NIA).
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Evidence submitted to support the planning application, however, indicates that the impact can be mitigated.
Impact on visual landscape		Area of high sensitivity – the site is located on an elevated ridge line and the woodland is an important feature within the landscape,
Impact on heritage		Area of low sensitivity. Consultation on the planning application has confirmed that there is little or no potential for areas of archaeological interests to remain.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		The development may, however, impact upon the significance of Kirby Hall and Rockingham Castle. English Heritage has indicated that the extent to which the proposed structures will be visible needs to be clarified.
Impact on the existing form of the settlement		Neutral impact, although development of the site would reduce the gap between Corby town and Gretton village
Flood risk		Located within flood zone 1.
Impact on the use of previously developed		Development is entirely, or essentially,

land		greenfield
Impact on the quality of agricultural land		Woodland - therefore no impact on the quality of agricultural land
Impact on the stock of minerals		Site previously quarried for iron ore. Not allocated for mineral extraction.
Availability		Held by a developer/willing owner (Gretton Brook estates)
Deliverability - likelihood of site coming forward for development		SELA – indicates that there are likely to be high development costs and without significant B8, viability may be questionable. SELA did not identify the site as one with potential for 'next stage' evaluation
Total quality		Assessed as a low quality site in the SELA
Other considerations		
Corby tunnel		Possible upgrading of the route may result in the need to widen the tunnel which could be affected by the development
Other highway issues		The deliverability of the site is closely linked to the Corby Northern Orbital road required to bring forward other sites within the Rockingham Enterprise Area and relieve traffic on Phoenix Parkway and ultimately link with the Corby Link Road. Currently the plans do not appear to show links into the Corby Northern Orbital. Reliant on other sites coming forward and should therefore be phased last.
Part of the site is within a Minerals Safeguarding Area		The minerals planning authority has advised that it has no comment to make in respect of the planning application
Public footpath crosses the site		The proposals put forward by the promoter would provide for the retention of the path and create permissive paths to enhance access into areas of woodland
Summary of Assessment:		
Key positive factors		Key negative factors
Willing developer/land owner		Poor connectivity to existing urban area
Proposals put forward by the promoter would create new habitats, including woodland planting on land adjacent to Brookfield Plantation		Area of high landscape and biodiversity sensitivity – proposals would result in the loss of existing woodland.
Proposals would enhance access to the woodland		Assessed as a low quality site in the SELA
		Poor proximity to local services, although the promoter has indicated that some provision would be made on-site

Local authority: Kettering	
Site 9: Corby South East	
Other references: CSS issues; SHLAA -1083; SELA – K38; KBC –C0124. Emerging draft JCS (2012) rep no 111	
Site Assessment - Mixed use development – sustainable urban extension	
Site Area: ~ 99ha	Settlement hierarchy: Growth Town (adjacent to Corby)
Uses: The promoter is seeking an allocation for approximately 1,000 dwellings, employment land (primarily for B1 and B2 uses) and ancillary facilities. The SELA assumes that 10ha would be available for employment.	
Site Description: The site falls within the administrative boundary of Kettering, although it is located adjacent to Corby. It is delineated to the west by the railway line and to the north by South Wood/Oakley Purlieus and the Little Stanion development. To the south and east the site is bounded by the line of the proposed Corby Link Road. The site has a gentle slope from north to south and consists of arable fields interspersed with hedgerows.	



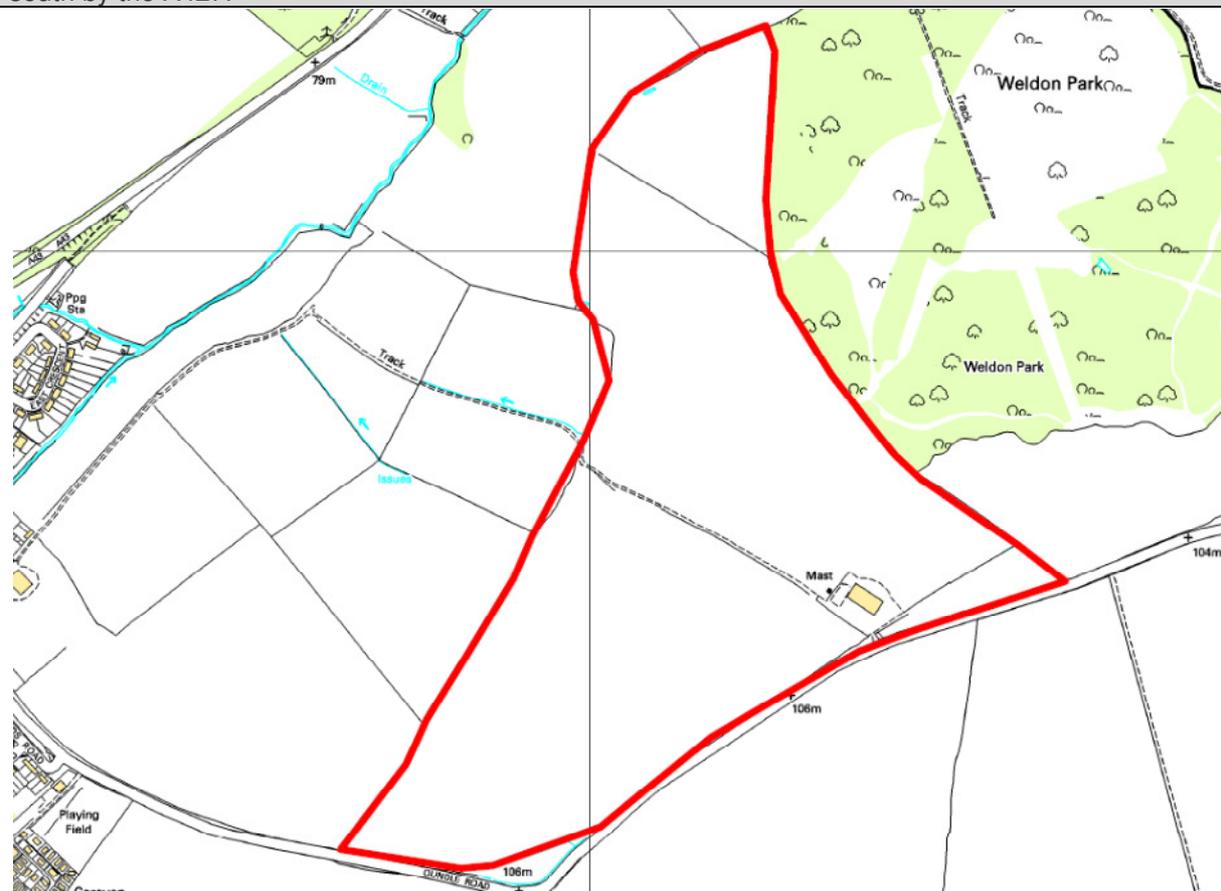
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Criteria	Comments
Proximity to services	Proposals put forward by the promoter include provision for employment uses, a primary school and local shopping provision. In addition, provision could be made within the development for a secondary school, if required. At the present time the closest primary schools are at Little Stanion and Stanion whilst the nearest local shops and leisure centre are in the town centre which, due to the road layout, is more than 3 miles away. A new superstore at St James Rd, however, now provides a convenience shopping facility that is closer to the site < 1.5 miles by public footpath). Footways and bridleways provide connectivity to Lyveden Way and Oakley Road. However UB17 would need to be upgraded as it is unsurfaced and not lit and is not therefore a realistic route during wet conditions or after dark. Similarly, upgrading of GT13 and UB7 and the railway bridge would be necessary.
Proximity to a trunk/principal road	Located close to the A43 – though access is not directly

junction		available directly from the site boundary.
Connectivity to the existing urban area		Integration capacity assessed as grade D. Whilst the area is close to the town centre, the railway line and a lack of any direct radial routes make integration with the urban area very difficult. There will be a need to examine opportunities for better links along the railway as this offers the most direct route to the town centre. Notwithstanding this, however, cul-de-sac development on the western side of the railway and at Little Stanion is likely to be problematic.
Access infrastructure		<p>Access is challenging for this site as it is bordered by the railway line to the west and Corby Link Road to the south and east. The A43 Corby Link Road is not intended to open up land for development, but to relieve capacity as there would be journey time disbenefits if additional accesses were added in the future, undermining the business case for the scheme. Therefore the only access to the development which is achievable would be off Long Croft Road which is dependent on any development to the north of the site. Connectivity with Little Stanion is unclear and providing a public bus service is therefore questionable.</p> <p>There may be potential for improving pedestrian access over the railway. In this regard, the promoter has suggested that this link could be enhanced as part of the proposals.</p>
Capacity of the highway network		Whilst the Corby Link Road will increase capacity, development of the site would increase pressure on the Long Croft Road/A43 junction and the Geddington Road/ A43 junction.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to a major road and railway - mitigation measures would be required
Impact of the development on neighbouring land uses		Compatible, subject to appropriate mitigation measures
Impact on biodiversity		Area of medium sensitivity – South Wood Local Wildlife Site and Ancient Woodland is located to the north. Presence of protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Area of medium sensitivity - the landscape undulates to the south of the site whilst the land to the north is wooded.
Impact on visual landscape		Area of low sensitivity. Whilst there are no listed buildings etc, the SMR indicates that the archaeological value of the site will require further investigation
Impact on heritage		The site is <1km from Little Oakley to the south - mitigation measures will need to be explored in order to avoid visual coalescence
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Site is outside a designated flood zone
Impact on the existing form of the settlement		Development is entirely greenfield
Flood risk		
Impact on the use of previously developed land		

Impact on the quality of agricultural land		Would result in the loss of grade 3 agricultural land – unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a developer/willing owner and site is being actively promoted through the review of the Core Strategy
Deliverability - Likely market demand		SELA score of 2 - the site is moderately suitable for employment, although it was not included in the list of sites recommended by the consultants for further investigation.
		Score of 4 in the SHLAA – very good marketability/viability.
Total quality		Site assessed as being of fair quality in the SELA
SHLAA category	2	Site has some constraints - allocation would, in part, depend upon the measures proposed to overcome these constraints.
Other considerations		
Located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction.
Electricity pylons adjacent to the railway		Will impact on the capacity of the site
Public rights of way cross the site		These should be incorporated into the development in order to provide footpath links with the surrounding area.
Summary of Assessment:		
Key positive factors		Key negative factors
Development would be of a scale that would enable some on-site provision of services		Poor access to services
The site is held by a willing land owner		Poor connectivity to the existing urban area to the west of the railway
Very good marketability for housing		Will increase pressure on existing road junctions
SHLAA category 2		Access arrangements are unclear and would require further investigation, including the viability of a bus service.

Local authority: Corby	
Site 12: Extension to Weldon Park	
Other references: SHLAA -957	
Site Assessment: Housing	
Site Area: ~50.5ha	Settlement hierarchy: Growth Town (Corby)
Uses: The SHLAA indicates that the site could provide for about 900 dwellings .	
Site Description: The site adjoins the east of Corby and would be located to the east of the proposed Weldon Park development, which forms a part of the Corby East sustainable urban extension. The site, which consists of agricultural land, is bound to the north-east by Weldon Park and to the south-east and south by the A427.	



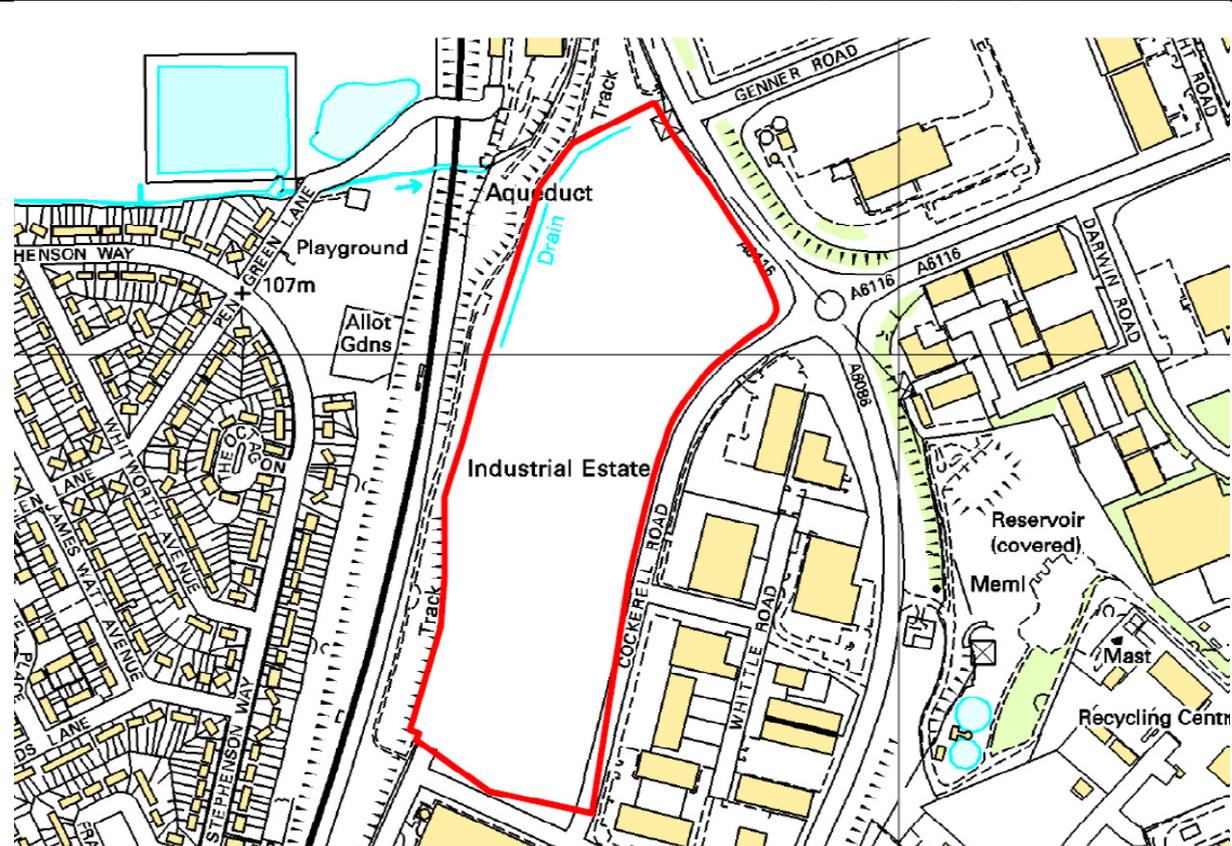
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Criteria	Comments
Proximity to services	This site will benefit from the services provided at Weldon Park, assuming that these services are delivered. Employment will be available at Priors Hall and nearby industrial estate.
Proximity to a trunk/principal road junction	Located approximately 1.8km from the A43.
Connectivity to the existing urban area	Assessed as grade C in the Urban Structures Study. Barriers to connectivity include the distance to Corby town centre; the A43, which provides a poor route for pedestrians and cyclists; and the large employment area west of Priors Hall which acts as a barrier, particularly for pedestrians/cyclists visiting the town centre. There is, however, the opportunity to create good links into the countryside and improve connectivity in connection with the development of Weldon Park and Priors Hall.
Access Infrastructure	Access requirements unknown. The north-south link makes it challenging to connect into the proposed Weldon Park access infrastructure and it could therefore prove necessary to provide an independent access.
Capacity of the highway network	Whilst capacity enhancements will be provided for the

		Weldon Park scheme, the extent to which these improvements can be utilised by this extension is unknown. This is also the case with the planned north-south link as it would be better to create an east-west link if planning for an extension of this type.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The development would be unlikely to be significantly affected by noise or odour.
Impact of the development on neighbouring land uses		Compatible, subject to mitigation measures
Impact on biodiversity		Area of medium sensitivity. The site is located within the Nene Valley Nature Improvement Area. The possible impact on the adjoining designated ancient woodland and Site of Special Scientific Interest (Weldon Park) would need to be assessed and mitigation measures taken if necessary. Presence of protected species unknown
Impact on visual landscape		Area of medium landscape sensitivity -the wooded area of Weldon Park is an important visual asset.
Impact on heritage		Area of low sensitivity. No impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Neutral impact on the form and character of the existing settlement
Flood risk		Site is not located within a designated flood zone.
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Will result in the loss of grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a developer/willing land owner
Deliverability - Likely market demand		Score of 2 in the SHLAA – moderate marketability/viability.
Total quality		Not assessed as part of the SELA
SHLAA category	4	The site is adjacent to a sustainable urban extension (SUE) in the adopted Core Spatial Strategy (Corby East) and could possibly, and if necessary, contribute to the continued development of the SUE
Summary of Assessment:		
Key positive factors		Key negative factors
Held by a willing land owner		Access requirements unclear
This site would benefit from services to be provided at Weldon Park and employment at Priors Hall		The extent to which the capacity improvements arising from the adjacent Weldon Park scheme could be utilised is unclear

Local authority: Corby	
Site 14: Land at Cockerell Rd, Corby	
Other references: SELA – C4, CBC - CBC004	
Site Assessment – Proposed employment uses	
Site Area: ~ 9.3ha	Settlement hierarchy: Growth Town
Proposed development: Class B employment uses	

Site Description: The site, located on the edge of an existing employment area, is vacant land formerly used as part of the British Steel Plant. The Corby-Oakham railway line is located to the west, beyond which is an existing residential area. The railway embankment is being managed as a reptile reserve. Cockerell Road provides direct access onto the A6116, which forms part of the principal road network.

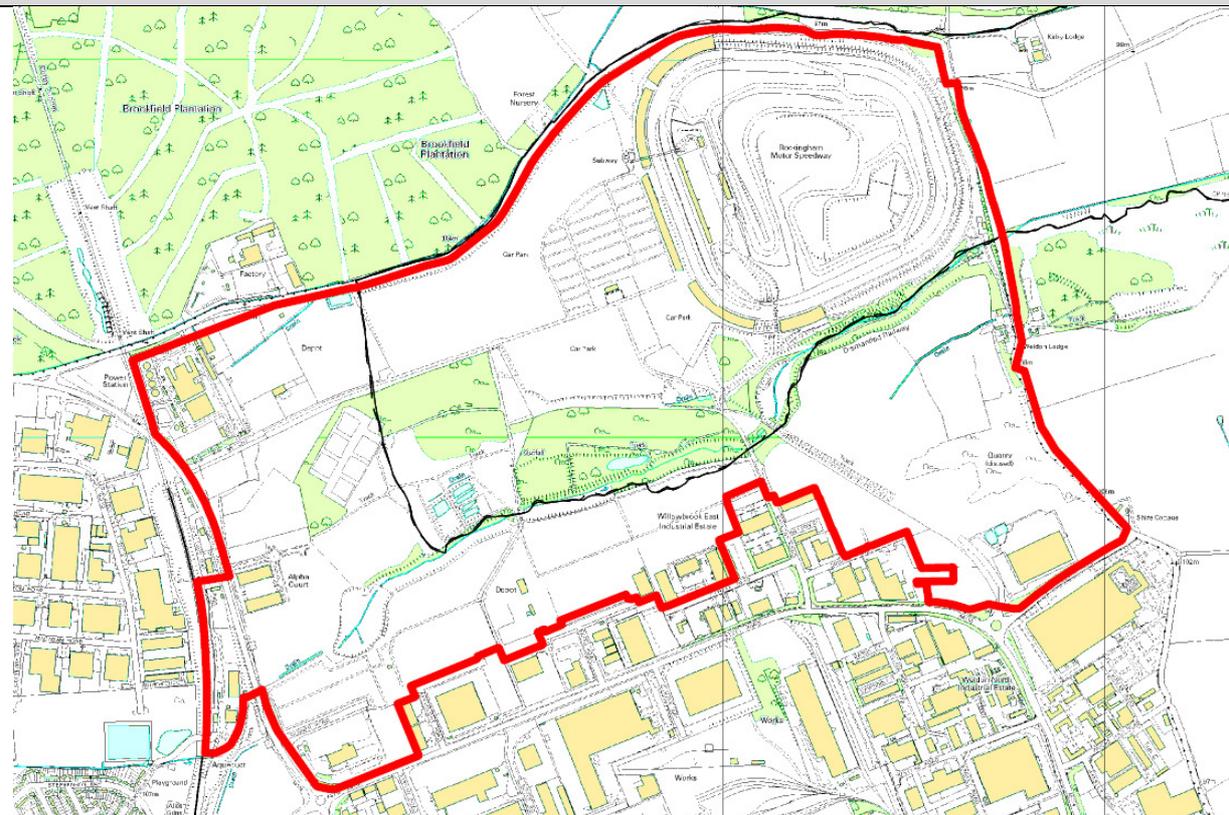


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Criteria	Comments
Proximity to services	On a medium frequency (hourly) bus route with convenience shopping within a walkable distance (retail park located directly to the south).
Proximity to a trunk/principal road junction	Cockerell Rd provides direct access to the A6116. The site is approximately 6 miles from the A14
Connectivity to existing urban area	The site is within the town's boundaries and was not therefore subject to the sector analysis used to generate a connectivity grade. However, using the same methodology, the site has been assessed as grade B/C
Access infrastructure	Access achievable off Phoenix Parkway or Cockerell Road
Capacity of the highway network	Reasonably good capacity in Corby - some localised capacity enhancements may be required. Further investigation is required.
Utilities	Services would need to be connected to the site, although extensive new infrastructure is not required
Impact of an existing notifiable installation, including pipelines, on the development	Not within a specified consultation zone of a notifiable installation

Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is adjacent to the railway and A6116 – not considered that the use of the site for employment purposes would be significantly affected
Impact of the development on neighbouring land uses		Employment use would be compatible with neighbouring development
Impact on biodiversity		Proposals will need to be sensitive to the existing reptile reserve located on the adjoining railway embankment.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Located within the Nene Valley Nature Improvement Area (NIA).
Impact on visual landscape		Not within an area of sensitivity
Impact on heritage		Not within an area of sensitivity, although
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		There are no conservation areas, listed buildings or sites of geological Interest within close proximity of the site. The SMR indicates that the site forms part of a historic environment asset
Impact on the existing form of the settlement		Re-development of brownfield site for employment use within existing industrial area would have a significant positive impact
Flood risk		Site is outside a designated flood zone
Impact on the use of previously developed land		Development would be on brownfield land
Impact on the quality of agricultural land		Vacant land - no impact on the quality of agricultural land
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a willing owner – currently being marketed for development
Deliverability - Likelihood of site coming forward for development		No known exceptional costs. The SELA notes that the site is available for development without requiring public intervention monies and could be built out within 5 years. SELA identified the site as being appropriate for further evaluation.
Total quality		Assessed as a high quality site in the SELA
Other considerations		
Other highway issues		This site is still reliant on infrastructure related to the Rockingham MRC area but could be brought forward as it is relatively self-contained. There is the opportunity to provide better access over the railway with a footbridge and access to link with existing residential development, improving connectivity to the site and more widely.
Summary of Assessment:		
Key positive factors	Key negative factors	
Development would result in the use of previously developed land	None apparent – although further investigation of the highway capacity is required. In addition, proposals will need to be sensitive to the existing reptile reserve and assess the archaeological value of the site.	
A high quality employment site that is held by a willing owner (Corby Borough Council) and available for development without the need for public intervention		
Good proximity to services and the principal road network		
May offer the opportunity to provide better access over the railway with a footbridge and access to link with existing residential development.		
Extensive new infrastructure is not required		
Not within an area of landscape value		

Local authority: Corby/East Northamptonshire	
Site 19: Rockingham Enterprise Area, Corby	
Other references: SELA – E25, Rockingham Development Framework (2011) - http://www.nnipu.org.uk/dbdocs/RockinghamDevelopmentFramework20110114.pdf	
Site Assessment – Proposed employment uses	
Site Area covered by the Development Framework : ~ 300ha	Settlement hierarchy: Growth Town with a developable area estimated to be 228ha
Proposed development: Class B employment uses – the motor racing circuit will act as a focus for high performance technologies and research and development. B8 storage uses are envisaged to the south of Willow Brook. It is estimated that the development could create up to 21,000 jobs.	
Site Description: The area is located to the north-east of Corby. The boundary incorporates all the land bounded to the north and east by Gretton Brook Road; east of Phoenix Parkway; and north of Steel Road and Birchington Road. The site encompasses the Rockingham Motor Racing circuit, together with vacant land and other existing industrial and commercial development.	



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Criteria	Comments
Proximity to services	Not currently served by public transport - although routes do go close by. The nearest local services are located at Phoenix Park and Princewood Rd although the development could provide an opportunity for a local centre within the Enterprise Area.
Proximity to a trunk/principal road junction	Located within 2km of the principal roadnetwork
Connectivity to existing urban area	The site is within the town's boundaries and was not therefore subject to the sector analysis used to generate a connectivity grade. However, using the same methodology, the site has been assessed as grade B/C The Development Framework, includes proposals to create a route that links Corby town centre and Priors Hall (Corby East)
Access infrastructure	Site access already exists off Mitchell Road - but would require significant upgrading as a result of intensification of the site and a requirement for Phase 2 of Corby

		Northern Orbital to be delivered.
Capacity of the highway network		Development of the scale proposed would have a very significant impact. Difficult to assess at this time as the impact of the development has not been modelled in any detail. Reliant on Corby Northern Orbital. Connectivity for walking, cycling and public transport is crucial to reducing the traffic impact of the site.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		There are existing planning conditions in place to attenuate noise from the racing circuit
Impact of the development on neighbouring land uses		Employment use would be compatible with neighbouring development
Impact on biodiversity		Located within the Nene Valley Nature Improvement Area. There are important features on the site including Willow Brook, Gretton Brook, woodland and water bodies. The Framework incorporates proposals to utilise these assets to deliver, multi-functional green infrastructure, including woodland and wetland habitats, open aquatic and marginal areas, with public cycle and footway access. Presence of protected species unknown.
Impact on visual landscape		Within an area of low sensitivity – although see comments below re Kirby Hall
Impact on heritage		Not within an area of sensitivity, although it will be necessary to take account of any likely impact on the Grade 1 listed Kirby Hall (located to the north-east of the Enterprise Area) and the surrounding landscape connected to the Hall. The SMR indicates that the archaeological value of the site will require further investigation
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Re-development of brownfield site for employment uses within an existing industrial area would have a significant positive impact
Flood risk		Site is outside a designated flood zone with the exception of an area along the Gretton Brook, which is within flood zones 2 and 3.
Impact on the use of previously developed land		Development would be on brownfield land
Impact on the quality of agricultural land		Agricultural land not affected
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Land owners have worked together to produce the Development Framework for the area.
Deliverability - Likelihood of site coming forward for development		SELA score of 3 - There are likely to be high costs associated with providing level serviced parcels of land ready for development. It is considered that intervention will be required. It is envisaged that with the completion of the Northern Orbital road demand would be good.
Total quality		Assessed in the SELA as a high quality site of regional importance in relation to the high performance engineering and motor sport cluster.
Other considerations		

Likelihood of ground contamination		Likely to reduce the extent of the developable area - remedial measures will need to be identified and implemented, where possible.
Part of the site is within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Summary of Assessment:		
Key positive factors		Key negative factors
Potentially a high quality employment site of regional importance		Major impact on the capacity of the highway network – dependent upon the completion of the Corby Northern Orbital route.
Major opportunity to regenerate this area of brownfield land		High cost of development will require intervention
Opportunities to enhance the biodiversity of the site		
Opportunity to improve linkages and viability of public transport between Priors Hall and the town centre.		

Local authority: Corby	
Site 20: Land at Geddington Rd, Corby	
Other references: SELA – C7, CBC - CBC007	
Site Assessment - Employment uses	
Site Area: ~ 125ha	Settlement hierarchy: Growth Town
Proposed development : Strategic distribution and rail freight interchange	
Site description: The site lies to the east of the A43 (Stamford Rd). The southern end includes Cowthick Plantation, which is located adjacent to the A6116 (Brigstock Rd) and the village of Stanion. To the east/north of the site is a landfill site and recycling site.	



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Criteria	Comments
Proximity to services	Poor access to services – the site is not directly served by regular public transport and is not located within walking distance of a retail convenience store.
Proximity to a trunk/principal road junction	Located directly on the network (A43)
Connectivity to the existing urban area	Woodland buffer would make it difficult to connect to Stanion and the A6116 (Brigstock Rd). There may be an opportunity to provide a more pleasant green infrastructure link into the town. Development could benefit from connections provided within the adjacent developments, which could enhance connectivity in the future.
Access infrastructure	Would require quite significant enhancement to junction/signals. Potentially access could be achieved off A43 on west of site or A6116 to south of site.
Capacity of the highway network	Future constraint at Geddington Road/A43 - upgrade to signals may be required No scheme detailed as yet, but can be achieved subject to funding. The Corby Link Road will provide additional capacity. Upgrade is also required at A43/Steel Road.
Utilities	Full services would need to be provided to the site

Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A43 and A6116. Land to the north is allocated in the Northamptonshire Minerals and Waste Development Framework as an integrated management facility. Site also adjoins a landfill site
Impact of the development on neighbouring land uses		Employment development would be compatible with neighbouring uses, subject to mitigation
Impact on biodiversity		Cowthick Plantation is an area of high sensitivity. The remainder of the site is of medium sensitivity.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Major adverse impact as site contains two Local Wildlife Sites (Cowthick Plantation and Cowthick Plantation Cutting), and is adjacent to Cowthick Quarry SSSI and other Local Wildlife Sites.
Impact on visual landscape		Area of high sensitivity
Impact on heritage		Area of low sensitivity. There are no conservation areas, listed buildings etc within close proximity of the site.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Significant risk of coalescence with Stanion. The site is also within close proximity of Weldon
Flood risk		Site is outside a designated flood zone
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Site includes agricultural land within grades 3 and 4 as well and non-agricultural land
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a willing owner – site promoted through the SELA
Deliverability - Likelihood of site coming forward for development		The SELA concluded that considerable infrastructure investment would be required, including a rail freight connection. There is the potential for strong occupier interest if linked with Stanion Plantation. It is envisaged that the site would accommodate large scale units with a build out period of 10 years from start on site, which will be affected by the delivery of Stanion Plantation. The SELA did not identify the site for further evaluation.
Total quality		Assessed as a fair quality site in the SELA
Other considerations		
Other highway comments		Reasonably isolated site. Difficult to assess in detail as there is little information at this stage. Significant junction improvements will be required at the junctions within the vicinity of this site (Geddington Road/A43) and Steel Road/A43 etc which would require further improvements. Wider impacts would potentially be through Stanion. Corby Link Road reliant. The impact on the A14 Junction 7 and Junction 12/A6116 is unclear at this stage.
Part of the site is within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
A public right of way crosses Cowthick Plantation at its western extremity		

Summary of Assessment:	
Key positive factors	Key negative factors
Held by a willing owner	Poor connectivity to the existing urban area
Area of low heritage sensitivity	Area of high landscape sensitivity with a significant risk of coalescence with Stanion
Adjacent to the trunk/principal road network (A43)	Considerable infrastructure investment would be required to bring the site forward
	Major adverse impact on sites of wildlife importance which would need to be maintained and enhanced.

Local authority: Kettering

Site 21: South West Corby

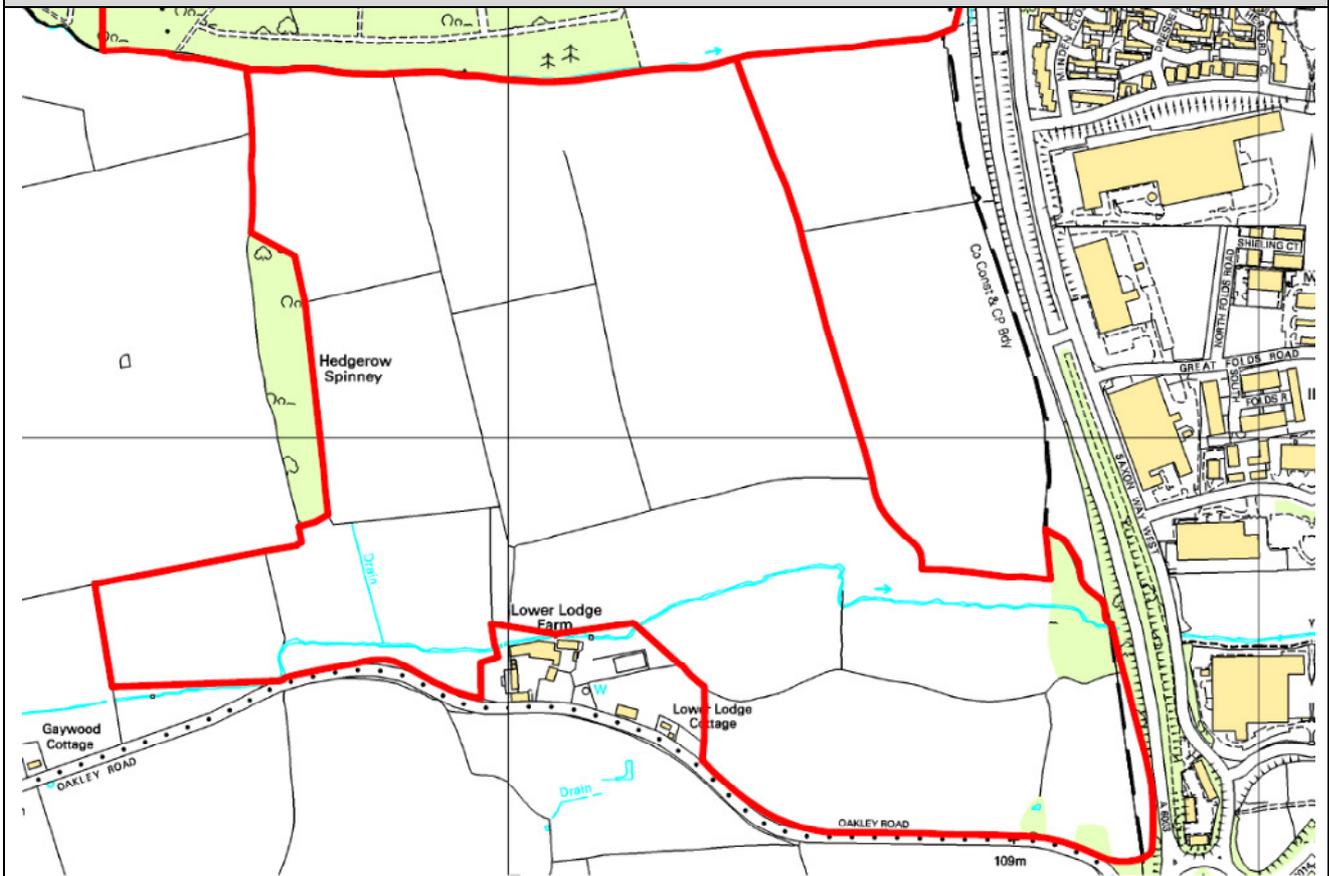
Other references: SHLAA – 373, KBC Ref CO/122, SELA – K40

Site Assessment : Urban extension to include residential development and employment provision

Site Area: see 'uses' below. **Settlement hierarchy:** Growth Town (adjacent to Corby)

Proposed uses: The site shown on the map below consists of 76 ha north of Oakley Rd and was assessed in the SELA. The SHLAA assessment (126ha) included additional land directly to the south of Oakley Rd. The quantum of development proposed has not been stipulated by the promoter although the SHLAA indicates that the residential capacity of the larger site is in excess of 3000 dwellings which would need to be reduced to accommodate a measure of employment land etc. The assessment set out below refers only to the land to the north of Oakley Rd.

Site Description: The site falls within the administrative boundary of Kettering, although it is located adjacent to Corby. The site shown on the map below consists of agricultural land to the west of the A6003 and directly to the south of the proposed Corby West Sustainable Urban Extension. Oakley Rd forms the southern boundary with agricultural land to the west.



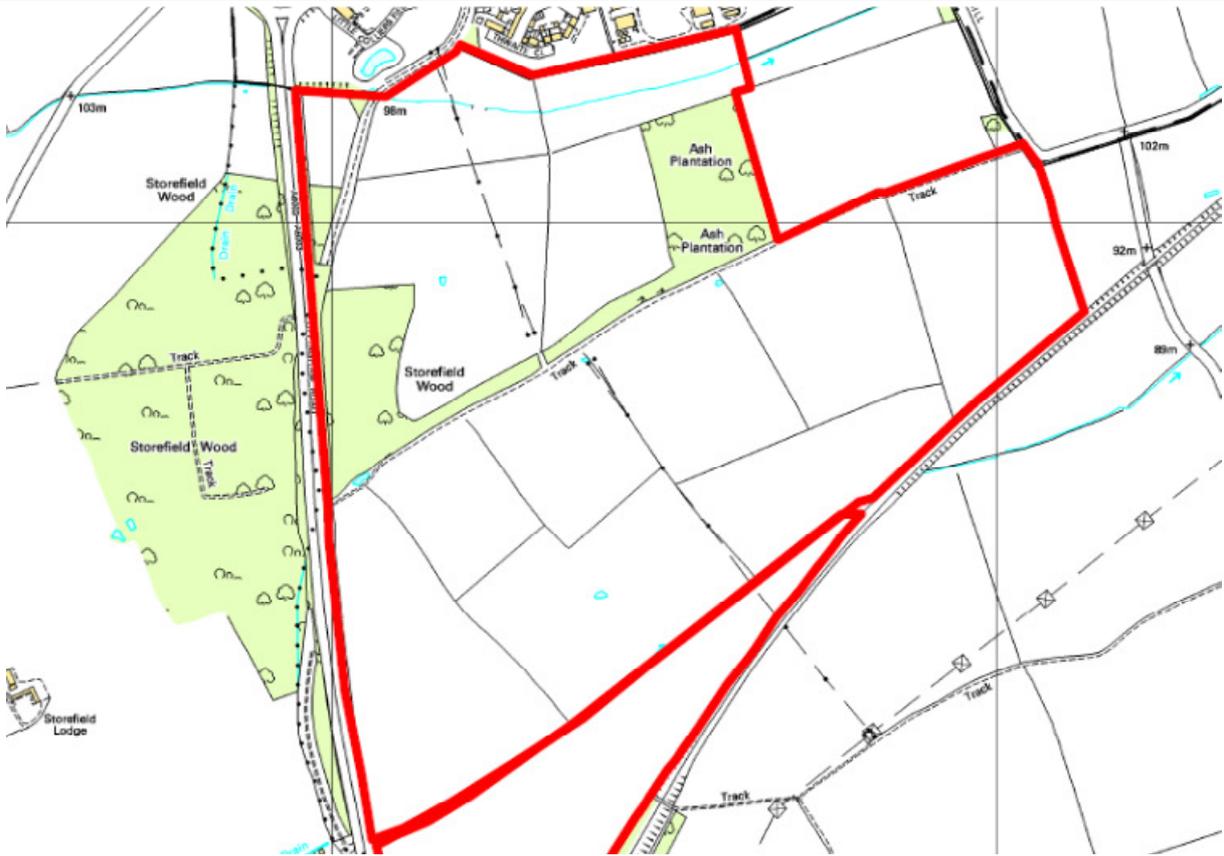
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Criteria		Comments
Proximity to services		This site is of sufficient scale to provide local services, facilities and employment. The following comments, however, relate to existing provision: There are employment sites close by but access is difficult without a car, although with the right infrastructure this could be mitigated. There are a number of primary schools close by - but access is challenging due to the road layout, the same comment applies to healthcare and access to local shops.
Proximity to a trunk/principal road junction		The site is close to the A6003. It is over 5km to the A14, but the route is unconstrained.
Connectivity to the existing urban area		Integration capacity assessed as grade D. There is a

		major road (A6003) separating the segment from the rest of Corby. Downgrading this road in the future and addressing the lack of frontage could make future development more successful. Connections across this road will be important in order to enhance connectivity to the town.
Access infrastructure		Access requirements are unknown at this time, but will probably be off Oakley Road which would require upgrading and the Oakley Hay roundabout would require reconfiguring. Further investigation required.
Capacity of the highway network		Previous modelling has indicated that capacity enhancements will be required at the A6003/Oakley Rd junction - this site would increase pressure on the junction. The site is smaller than Corby West and the internalisation of trips would not therefore be as great.
Utilities		Full services would need to be provided to the site – there are major constraints and achieving the necessary infrastructure upgrades to serve the development would be challenging.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to a major road - mitigation measures would probably be required.
Impact of the development on neighbouring land uses		Compatible, subject to mitigation measures (see comments regarding biodiversity and noise)
Impact on biodiversity		Area of medium sensitivity – An area of Ancient Woodland (Hedgerow Spinney) is located on the western edge of the site Swinawe Wood, an area of Ancient Woodland and a Local Wildlife Site is located directly to the north of the site whilst Harper's Brook lies close to the southern boundary. The potential impact of development on these assets would need to be assessed and mitigation measures taken where necessary.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Presence of protected species unknown
Impact on visual landscape		Area of medium sensitivity – but see comments on possible coalescence with Pipewell.
Impact on heritage		Area of medium sensitivity. English Heritage has expressed concerns about the potential impact on a number of heritage assets including the setting of Pipewell conservation area, the scheduled monument at Pipewell and listed buildings at Lower Lodge Farm. The archaeological value of the area around Harper's Brook will need to be investigated
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Potential coalescence with Pipewell.
Flood risk		The central part of the site along Harper's Brook is within flood zones 2 & 3. The remainder is not within a designated flood zone.
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Will result in the loss of grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Uncertain
Deliverability -		Score of 3 in the SHLAA - good marketability/viability.

Likely market demand		Score of 2.5 in the SELA - the site is moderately suitable for employment, although it was not included in the list of sites recommended by the consultants for further investigation.
Total quality		Site assessed as being of fair quality in the SELA
SHLAA category	4	The site is in close proximity to a sustainable urban extension (SUE) in the adopted Core Spatial Strategy (Corby West) and could possibly, and if necessary, contribute to the continued development of the SUE
Other considerations		
Within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction.
Public footpaths cross the site along the northern and southern boundaries.		These should be incorporated into the development in order to provide footpath links with the surrounding area.
Summary of Assessment:		
Key positive factors		Key negative factors
Adjacent to the trunk/principal highway network		Poor connectivity to the existing urban area
This site is of sufficient scale to provide local services, facilities and employment		Potential coalescence with Pipewell and impact on a number of heritage assets
		Availability uncertain
		There are major constraints to the provision of water and sewage infrastructure.

Local authority: Kettering	
Site 25: Land south of Great Oakley	
Other references: SHLAA – 1060, KBC Ref CO/123, Emerging draft JCS (2012) rep no 111.	
Site Assessment : Residential	
Site Area: ~ 85ha	Settlement hierarchy: Growth Town (adjacent to Corby)
Proposed uses: The capacity of the site is estimated at about 1450 dwellings (ref SHLAA.)	
Site Description: The site consists of agricultural land on the south side of Corby but within the administrative area of Kettering. It is bounded to the west by the A6003 and to the south by a hedgerow and the railway. To the north there is a mix of residential development and employment land with agricultural land to the north east.	



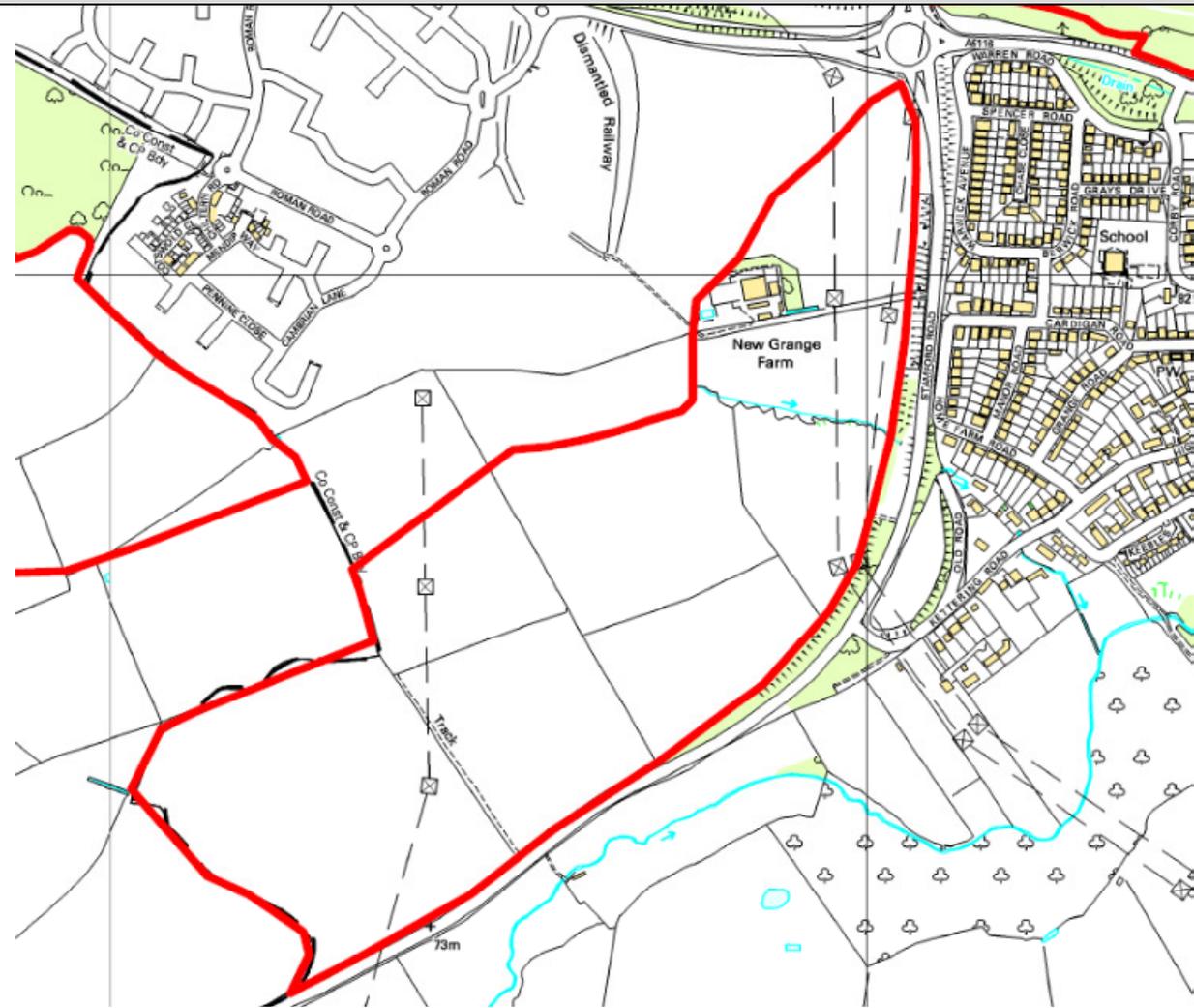
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Criteria	Comments
Proximity to services	Although Oakley Hay employment site is within 1 mile of the site (from its furthest point) in the network's current configuration, it is difficult to access without a car. The nearest doctors' surgery is at Great Oakley which is over a mile away and again difficult to access without a car. The nearest leisure centre is in Corby town centre, over 3 miles away.
Proximity to a trunk/principal road junction	Site is adjacent to the A6003
Connectivity to the existing urban area	Integration capacity assessed as grade C. The railway offers the most direct route to the town centre and the potential for local stops and cycle/footpaths alongside this route should be explored in the long term.
Access Infrastructure	Access may be possible off Little Colliers Field (leading to A6003/Oakley Road roundabout), although this would require significant upgrade to the roundabout and may have an adverse impact on Storefield Grassland (see below). A site of this size would require at least two access points - it is, however, constrained by the railway line on the south side. An access off the A6003 (Barford

		Junction/ Corby Link Road) may be feasible but would be very costly. Further investigation is needed.
Capacity of the highway network		Whilst the A6003 currently has good link capacity (52% link stress) this significant development would require modifications to the A6003/Oakley Road roundabout which has already been identified in modelling as being close to capacity. The Corby Link Road will relieve pressure on Oakley Road to a certain extent.
Utilities		Full services would need to be provided to the site. There are, however, major constraints to the provision of water and sewage infrastructure
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A6003 and the railway. At its western extremity part of the site is also within the consultation buffer zone for the Rushton Landfill site. It is anticipated that the impact of noise and odour could be mitigated.
Impact of the development on neighbouring land uses		Neutral impact
Impact on biodiversity		Within an area of medium sensitivity. In particular, the two Local Wildlife Sites (Storefield Wood East and Storefield Grassland) cover a significant part of the site and development would therefore need to maintain and enhance the value of these areas through incorporation into the green infrastructure network. There is also a watercourse along the line of the hedge that forms the south-west boundary.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Presence of protected species unknown
Impact on visual landscape		Not within an area of landscape sensitivity. Storefield wood, which separates the northern and southern parts of the site is of value and should be retained and enhanced.
Impact on heritage		Within an area of medium sensitivity - the archaeological value is unclear and will require further investigation. Proposals would not have an impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		The site is located within about 1600m of the village of Newton and 1900m of Rushton.
Flood risk		A small part of the site along the southern boundary is within flood zone 3. The remainder is not within a designated flood zone.
Impact on the use of previously developed land		Site is greenfield
Impact on the quality of agricultural land		Will result in the loss of grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a developer/willing owner, although the site has not been promoted.
Deliverability - Likely market demand		Score of 3 in the SHLAA - good marketability/viability.
Total quality		Site not assessed as part of the SELA
SHLAA category	2	Site has some constraints - allocation would, in part, depend upon the measures proposed to overcome these constraints.

Other considerations		
Located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction.
Public footpath crosses the site directly to the south of Storefield Wood East.		The footpath should be incorporated into the development
Summary of Assessment:		
Key positive factors		Key negative factors
Held by a willing land owner		Proximity to services and facilities is poor, although it may be possible to secure some improvements and on-site provision
Proximity to the trunk/principal highway network		The need to retain the existing areas of wildlife importance will significantly reduce the developable area.
SHLAA category 2		The provision of vehicular access could be problematic and costly
		There are major constraints to the provision of water and sewage infrastructure.

Local authority: Corby	
Site 26: Land at New Grange Farm, Stanion	
Other references: SHLAA - 965	
Site Assessment: Residential	
Site Area: ~ 47ha	Settlement hierarchy: Growth Town (adjacent to Corby)
Proposed uses: The capacity of the site is estimated at 740 dwellings (ref SHLAA).	
Site Description: The site consists of agricultural land located to the west of the A43 and the village of Stanion. The north-west flank of the site would be adjacent to the Corby Link Rd. At its south-western extremity the site lies adjacent to agricultural land.	



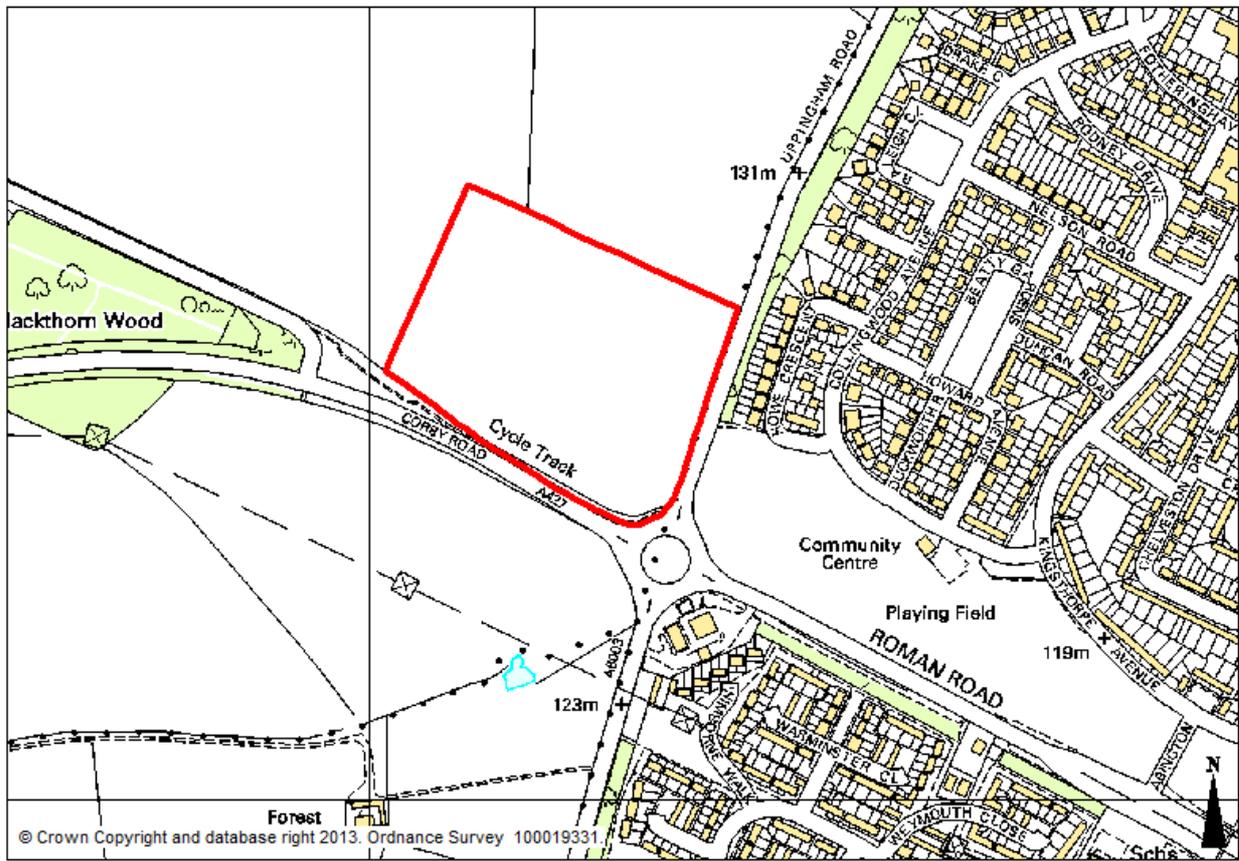
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Criteria	Comments
Proximity to services	The nearest primary schools are at Little Stanion and Stanion. The nearest local shops are in the town centre, although the new Tesco's store at St James will be closer. There is no local post office close by and the nearest leisure centre would be in the town centre which, due to the road layout, is nearly 3 miles away.
Proximity to a trunk/principal road junction	Directly adjacent to the A43.
Connectivity to the existing urban area	Integration capacity assessed as grade D. The Corby Link Rd will make access on foot to the town centre very difficult from this site. It would also mean that any benefit that could have been gained to potentially strengthen the Little Stanion bus service would not materialise
Access Infrastructure	Provision has not been made for access to this site in

		the design of the Corby Link Rd (CLR) or from the A43/CLR/A6116 roundabout. Two access points would probably be required subject to further investigation. There are also likely be some site level issues.
Capacity of the highway network		The CLR will significantly reduce link pressure on the A43 (Geddington Road). A site such as this would put additional pressure on the A43/ Long Croft Road junction/Geddington Road (and CLR once completed). In a wider sense, however, the Corby network has sufficient capacity to accommodate an increase in population subject to localised capacity enhancements being delivered.
Utilities		Full services would need to be provided to the site.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A43 and the CLR. It is anticipated that the impact of noise could be mitigated.
Impact of the development on neighbouring land uses		Compatible, subject to mitigation measures
Impact on biodiversity		Within an area of medium sensitivity – the site is located within the Nene Valley Nature Improvement Area.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown.
Impact on visual landscape		Within an area of medium sensitivity
Impact on heritage		Within an area of low sensitivity - the archaeological value of the site, which includes the line of a Roman Road which crosses the site from Little Stanion to the A43, will require further investigation. There are no Conservation Areas, listed buildings etc affected.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Development will result in coalescence with Stanion
Flood risk		The site is outside a designated flood zone
Impact on the use of previously developed land		Site is greenfield
Impact on the quality of agricultural land		Will result in the loss of grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a developer/willing owner, although the site has not been promoted.
Deliverability - Likely market demand		Score of 2 in the SHLAA – moderate marketability and/or viability
Total quality		Site not assessed as part of the SELA
SHLAA category	3	The site has more significant constraints. For it to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Electricity pylons adjacent to the A43		Will impact on the capacity of the site
Summary of Assessment:		
Key positive factors		Key negative factors
Held by a willing land owner		Poor integration capacity with Corby and Stanion

Adjacent to the trunk/principal road highway network (A43)	Coalescence with Stanion
	Access infrastructure arrangements unclear
	SHLAA category 3

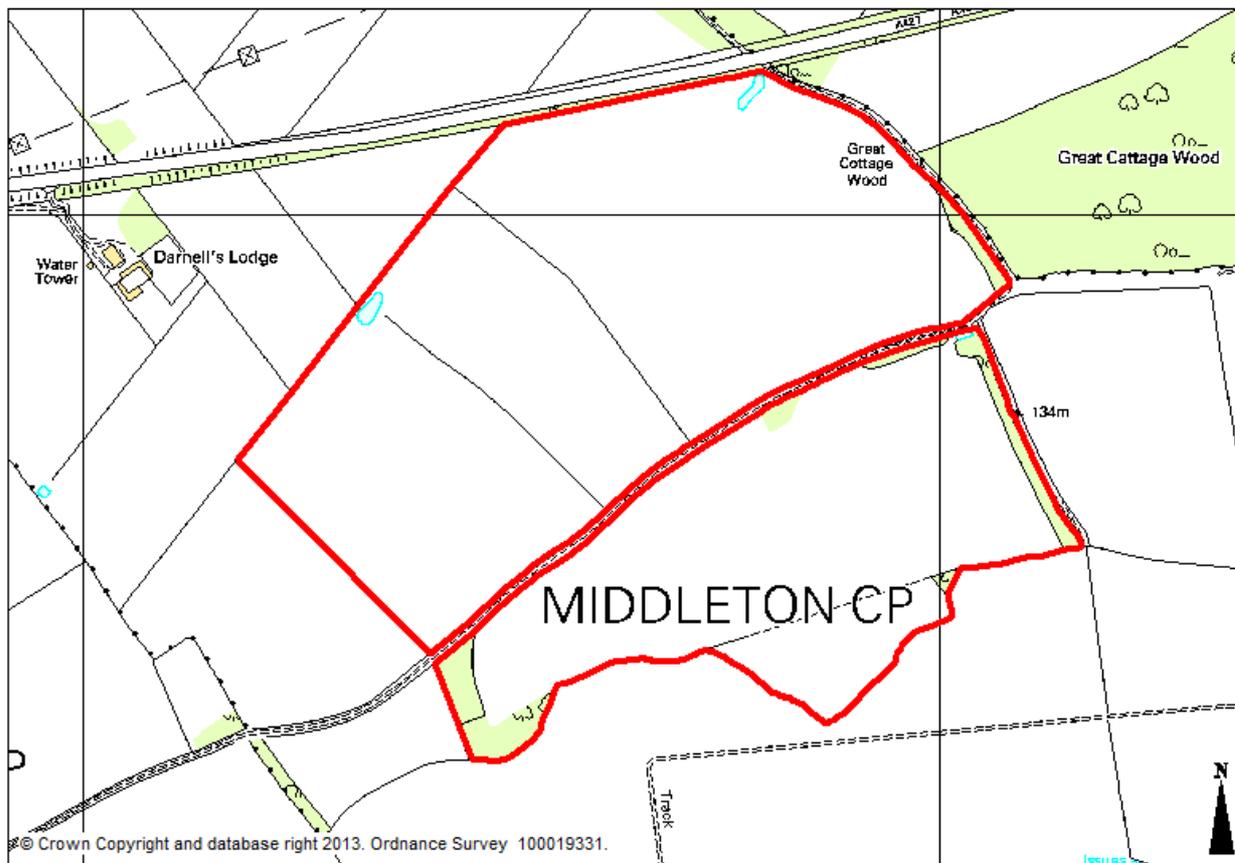
Local authority: Corby	
Site 91: Land to the West of Uppingham Road, Corby	
Other references: SHLAA – 1018. Emerging draft JCS (2012) rep no 100	
Site Assessment – The SHLAA indicates that the site could accommodate ~230 dwellings	
Site Area: ~ 6.1 ha	Settlement hierarchy: Growth Town
Proposed development : Promoted for either employment, housing or a mixed-use development	
Site description: The site is located to the west of Corby and is bounded to the east by Uppingham Road and to the south by Corby Road.	



Criteria	Comments
Proximity to services	There are shops, schools and doctors within a mile
Proximity to a trunk/principal road junction	Directly on the principal road network (A427)
Connectivity to the existing urban area	Integration capacity assessed as Grade C. The site has similar problems as to the main urban expansion area to the south, but the main difference is that the A6003 is regarded as a red route on this section. So it can connect to a radial brown route, at the roundabout, and to the A6003. However, it would be difficult to connect the site across the A6003 to the existing housing and whilst there are opportunities for GI links, these are not in place at present.
Access infrastructure	Access to this site can be achieved with relatively little infrastructure
Capacity of the highway network	A6003 has good capacity. The A427/A6003 has already been identified as a junction that will need highway capacity upgrade and a site specific transport assessment will be needed to establish other junctions which are impacted on by this development, particularly as the land use is not clear at present.

Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A6003 and A427. It is anticipated that the impact of noise could be mitigated
Impact of the development on neighbouring land uses		Compatible with neighbouring uses subject to appropriate mitigation measures
Impact on biodiversity		Area of medium sensitivity. No designated sites; however, proximity to several designated County Wildlife Sites is a consideration (Blackthorn Wood, Sawtry Coppice and Lodge Coppice). Impact on protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of medium sensitivity – edge of town location, close to the villages of Rockingham, Cottingham and Pipewell
Impact on heritage		Area of medium sensitivity. Proximity to Archaeological site (Rockingham Park) and Scheduled Ancient Monument (Moated site, Rockingham Castle)
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Site is detached from the existing built form by the A6003 and from the proposed western urban extension by the A427. Crossing of the A427 would give rise to concerns regarding potential coalescence
Flood risk		The site is entirely within flood zone 1
Impact on the use of previously developed land		Development is entirely, or essentially greenfield
Impact on the quality of agricultural land		Will result in loss of grade 3 agricultural land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by willing landowners and is being promoted through the review of the Core Strategy
Deliverability - Likelihood of site coming forward for development		Score of 3 in the SHLAA - good marketability/viability.
Total quality		Not assessed as part of the SELA
SHLAA category	4	Site could possibly contribute to the development of a sustainable urban extension.
Other considerations		
Located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Water main runs through the site		Will impact on capacity of the site
Summary of Assessment:		
Key positive factors		Key negative factors
Held by a willing owner		The A6003 and A427 would act as a major barrier to integrating the development with the existing town and the proposed West Corby SUE
		Concerns over coalescence

Local authority: Corby	
Site 92: Land North of the Western Urban Extension	
Other references: SELA – C15; SHLAA – 1171; Emerging draft JCS (2012) rep no 123	
Site Assessment -	
Site Area: ~ 48ha	Settlement hierarchy: Growth Town
Proposed development : Promoted as extension to the West Corby SUE with opportunities for a mix of land uses	
Site description: The site is located to the west of Corby, alongside the A427 close to the intersection with the A6003	

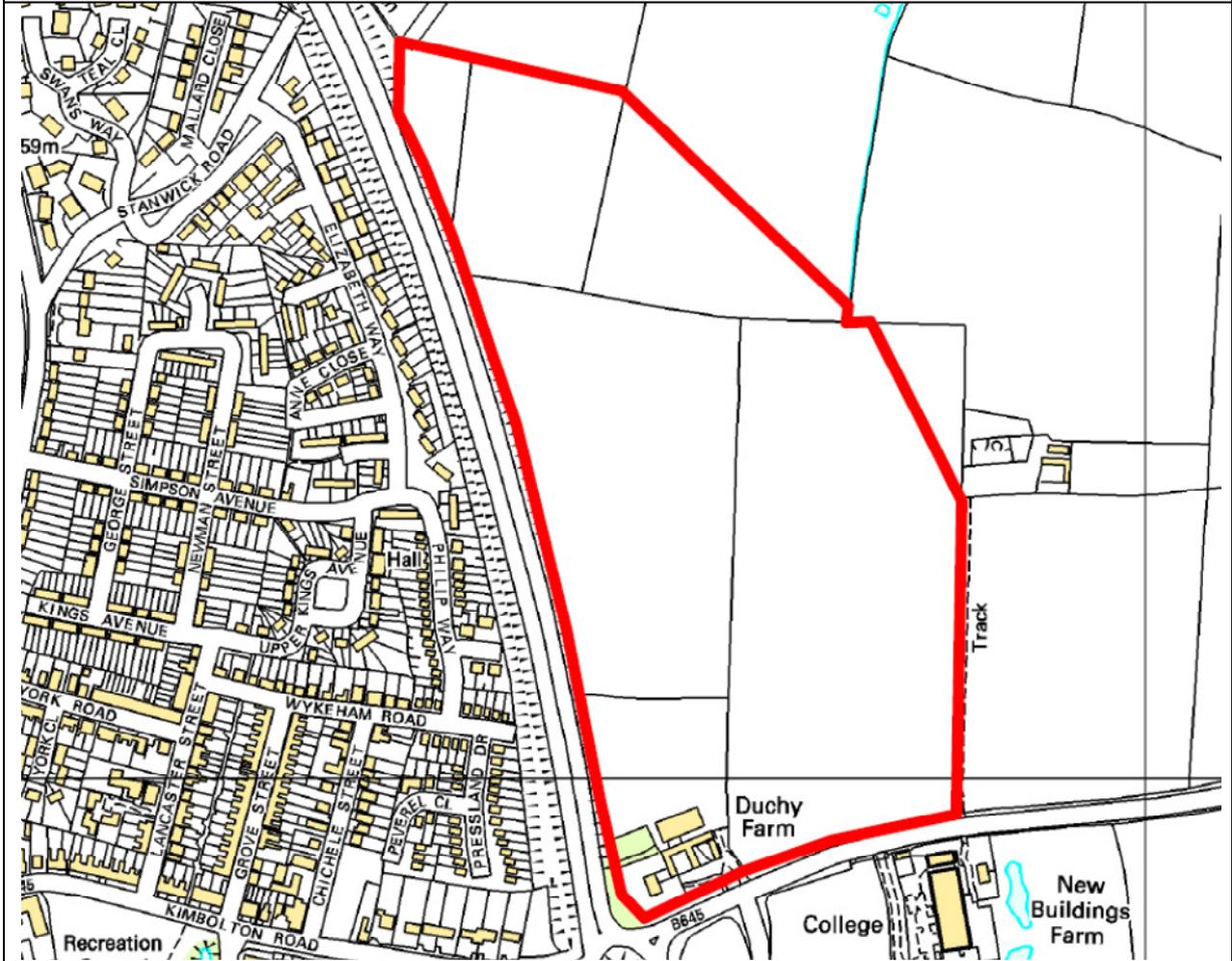


Criteria		Comments
Proximity to services		This site will benefit from the services and employment provided at the western urban extension, assuming these services and employment are delivered. The following assessment, however, is based on access to existing services – there are a range of services within proximity to the site although access is difficult without a car.
Proximity to a trunk/principal road junction		Directly on the principal road network (A427)
Connectivity to the existing urban area		Integration capacity assessed as D. The A6003 acts as a major barrier to the rest of Corby.
Access infrastructure		Access to this site can be provided off A427 and should be master-planned as part of the wider West Corby development to deliver a sustainable development.
Capacity of the highway network		Modelling has shown that broadly within Corby there is a good degree of available highway capacity, however some junction improvements will be necessary. A site such as

		this will need to mitigate its impact on junctions within the vicinity and implement measures to discourage rat-running through the villages nearby.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		There are no known sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A427. It is anticipated that the impact of noise could be mitigated
Impact of the development on neighbouring land uses		Compatible with neighbouring uses
Impact on biodiversity		Area of medium sensitivity. Great Cattage Wood County Wildlife Site adjoins the eastern boundary of the site. The potential impact would need to be assessed and mitigation measures taken where necessary. Presence of protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Area of medium sensitivity
Impact on visual landscape		Area of low sensitivity. There are no listed buildings conservation areas etc, however, the site is located within an area of archaeological activity and a heritage assessment will be required,
Impact on heritage		Area of low sensitivity. There are no listed buildings conservation areas etc, however, the site is located within an area of archaeological activity and a heritage assessment will be required,
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Area of low sensitivity. There are no listed buildings conservation areas etc, however, the site is located within an area of archaeological activity and a heritage assessment will be required,
Impact on the existing form of the settlement		Site is detached from Corby but is located adjacent to the proposed West Corby urban extension
Flood risk		The site is entirely within flood zone 1
Impact on the use of previously developed land		Development is entirely, or essentially greenfield
Impact on the quality of agricultural land		Will result in loss of grade 3 agricultural land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by willing landowners and is being actively promoted through the review of the Core Strategy
Deliverability - Likelihood of site coming forward for development		SHLAA indicates potential to form part of long term urban extension, but not viable in the short term
		SELA indicates poor deliverability – there would be some market demand but it is very unlikely that the volume of floor space for employment purposes could be delivered from the light industry and office occupier markets
Total quality		Site assessed as one of low quality in the SELA
Other considerations		
Located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Extant planning permission for intensive poultry farm		The proposed development would be more compatible with the West SUE
Summary of Assessment:		
Key positive factors	Key negative factors	
Held by willing landowner and is being actively promoted through the review of the Core Strategy	Detached from the urban area of Corby	
Well related to the Corby West SUE	Poor connectivity to the existing urban area - the A6003 is a significant barrier	
Few development constraints		

Sites within East Northamptonshire

Local authority: East Northamptonshire	
Site 35: Duchy Farm, Chelveston Rd, Higham Ferrers	
Other references: SHLAA - 1068	
Site Assessment – Residential	
Site Area: ~ 22ha	Settlement hierarchy: Market Town
Uses: The capacity of the site is estimated at 740 dwellings (ref SHLAA).	
Site Description: The site consists of agricultural land located to the east of Higham Ferrers and the A6. The southern boundary is defined by the B645 Chelveston Rd whilst to the north and east the site abuts farmland.	

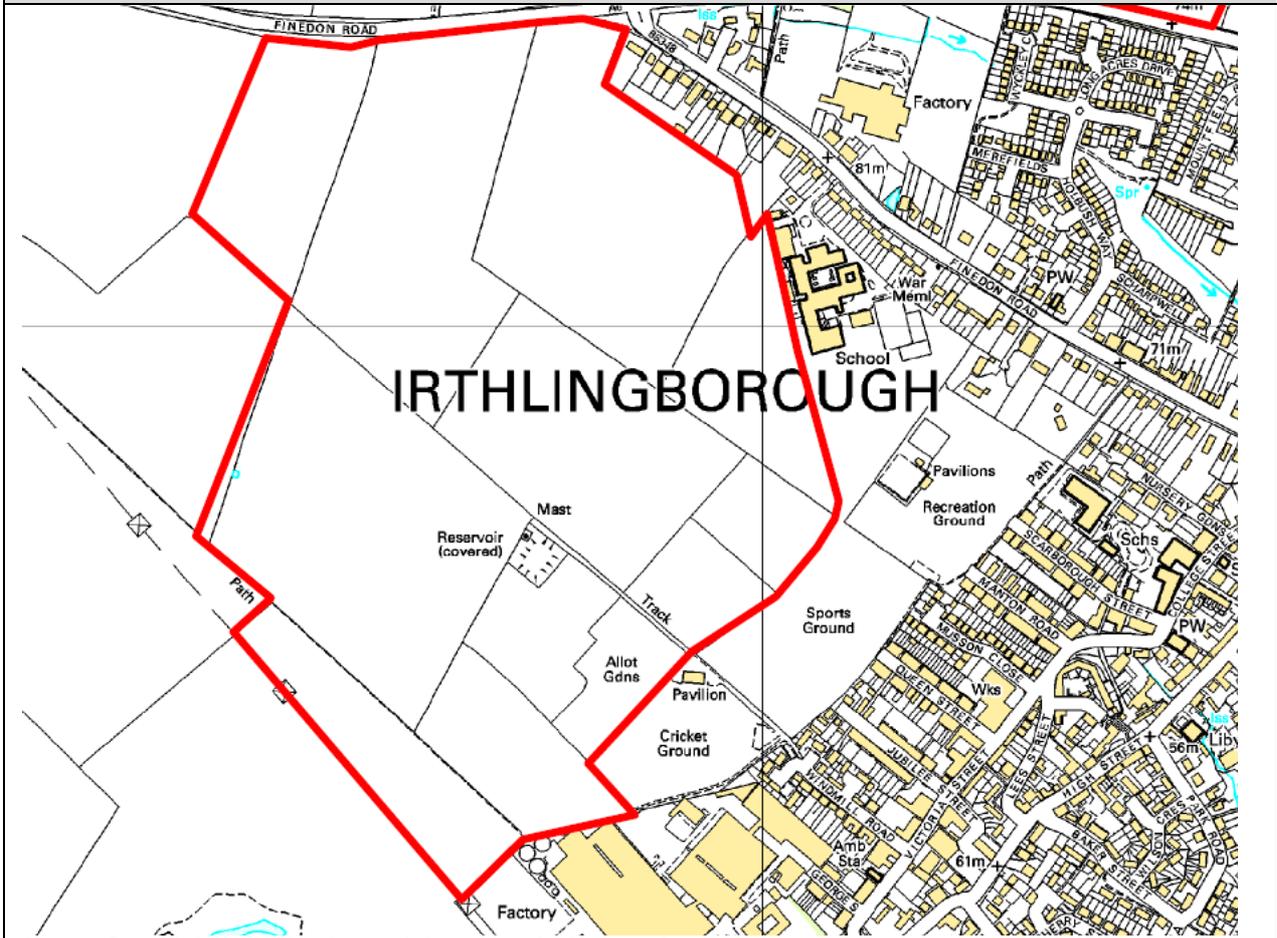


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Criteria	Comments
Proximity to services	Poor access to services – A6 is a major barrier
Proximity to a trunk/principal road junction	Site is located adjacent to the A6
Connectivity to the existing urban area	Integration capacity assessed as grade C. The A6 forms a significant barrier whilst the existing built edge and noise bunding along the A6 create further barriers. If these barriers could be overcome the irregular street pattern to the west could provide route options to the town centre.
Access Infrastructure	Potential access may be possible from Stanwick Rd/Chelveston Rd – further investigation required

Capacity of the highway network		Sites along the A6 corridor at Irthlingborough, Higham Ferrers and Rushden and in the Raunds area would contribute to an increased impact on the A6/A45 Chowns Mill Junction. The cumulative effect and consequent infrastructure requirements are currently unclear. Early indications are that there are environmental impacts and 3rd party land would be required to enable the junction to be widened. With the potential increase in trips, the road layout at Finedon is also a potential constraint on the A6 corridor. The nature of the required improvements and funding mechanism can only be resolved once broad development options have been agreed for testing purposes.
Utilities		Full services would need to be provided to the site.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to the A6 - mitigation measures would be required
Impact of the development on neighbouring land uses		Compatible, subject to mitigation measures
Impact on biodiversity		Area of medium sensitivity
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Presence of protected species unknown
Impact on visual landscape		Area of high sensitivity
Impact on heritage		Area of low sensitivity. No impact on Conservation Areas, listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Neutral impact – nearest villages are over 2km away.
Flood risk		Site is outside a designated flood zone
Impact on the use of previously developed land		Development is entirely greenfield
Impact on the quality of agricultural land		Would result in the loss of grade 3 agricultural land – unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		Held by a developer/willing owner
Deliverability - Likely market demand		SHLAA indicates that the site is of poor marketability/and or viability.
SHLAA category	3	Site has more significant constraints. For the site to be considered appropriate for development or allocation it must, in part, be clearly demonstrated that the significant constraints can be overcome
Summary of Assessment:		
Key positive factors	Key negative factors	
Held by a willing owner	Poor access to services – the A6 would be a major barrier to integrating the development with the existing town	
Located adjacent to the principal road network	Area of high landscape sensitivity	
	Poor marketability and/or viability	
	Access infrastructure requires further investigation	
	Cumulative impact on A45/A6 roundabout (Chowns Mill)	

Local authority: East Northamptonshire	
Site 38: Irthlingborough West	
Other references: SHLAA - 1007, CSS Issues, ENC- RTP220	
Site Assessment: Proposed residential and employment uses. The site is the subject of a planning application – ref no 10/00857/OUT	
Site Area: ~ 50ha	Settlement hierarchy: Market Town
Proposed development: Subject of a planning application for a mixed use urban extension comprising residential development up to seven hundred dwellings (20 ha), employment development within use classes B1,B2 and B8 (7.5ha), land for the expansion of Huxlow Science College (5.79ha), open space (8.9ha) and structural landscaping (10.3ha) and associated highway and drainage infrastructure including new roundabout junction on Finedon Road (A6),	
Site description: The proposed site consists largely of agricultural land to the west of Irthlingborough. The site has previously been mined for iron ore. A number of land uses adjoin the site including the Huxlow Science College, that lies to the east, and Whitworths factory to the south. Finedon Road (A6) forms the northern boundary with Irthlingborough town centre, providing a range of local shops and facilities, approximately 350m to the south east. The majority of the site is used for agriculture, mainly for pasture and arable cultivation.	



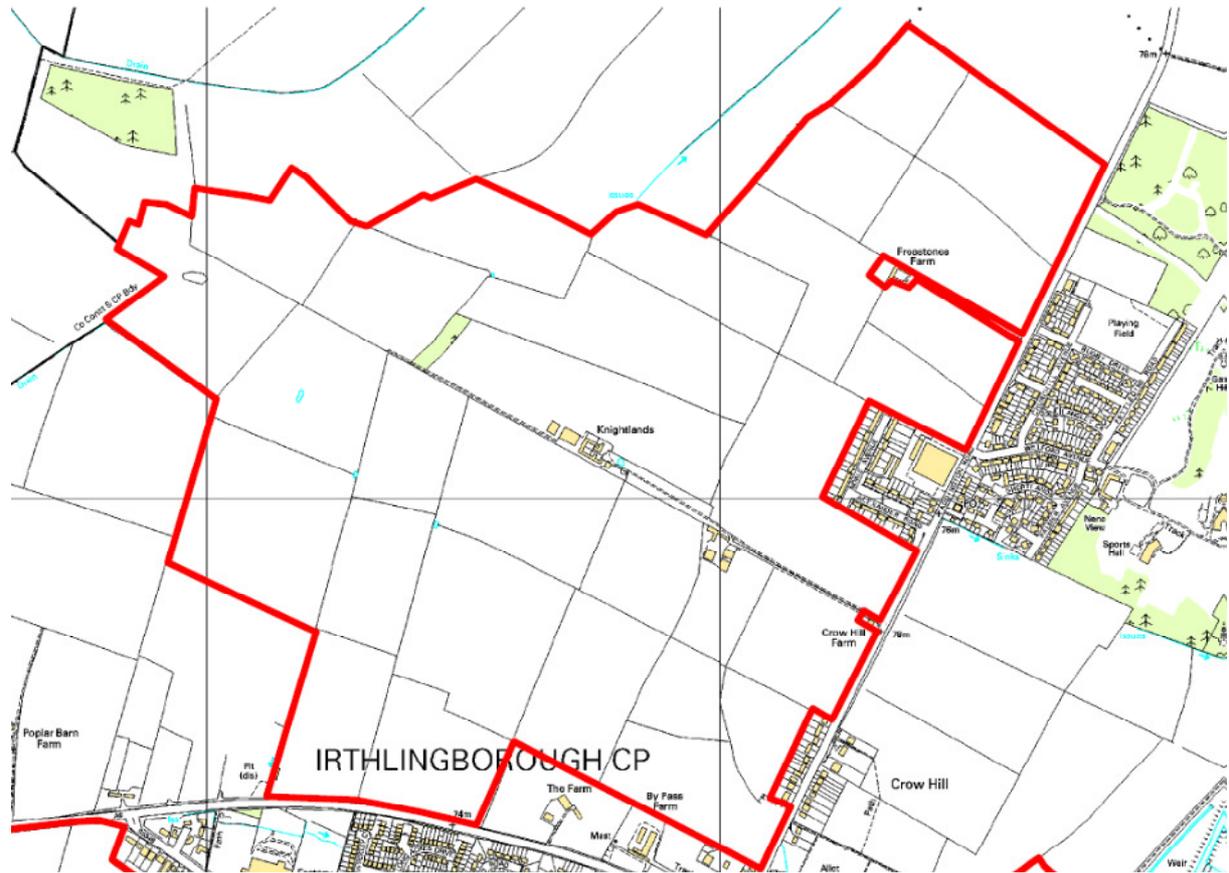
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Criteria	Comments
Proximity to services	Within a walkable distance of shops, schools and health facilities using existing infrastructure, but integration with existing urban form crucial. There are no major employment sites in Irthlingborough. The promoter's proposals, however, include some employment land and there is an hourly bus service to Bedford. The nearest leisure centre is in Wellingborough.
Proximity to a trunk/principal road	Site is located adjacent to the A6 and close to the A45,

junction		although there is, currently no junction access. The assessment assumes that access can be achieved
Connectivity to existing urban area		Integration capacity assessed as grade B/C. This sector has the most integration potential around Irthlingborough as it could connect to the existing partial grid to the south, with consequent direct routes to the town centre. However, there are still problems about the nature of the A6 as a vehicle focused road, which is not hospitable to pedestrians and cyclists. In addition, the open spaces would need to be designed to provide green infrastructure links, and not as green buffers/barriers to the town.
Access infrastructure		Unknown at this time. Access would have to be off the A6 but second access appears difficult to achieve as access points are at the extremities of the site. Further investigation required. Together with site 39 (Irthlingborough North) this would generate a sizeable increase in traffic and any new junctions off the A6 for either of these sites would need to be carefully considered.
Capacity of the highway network		The A6/A45 Chowns Mill roundabout is a constraint and, as yet, there is not an agreed scheme.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		Site includes existing sports facilities and development would, therefore, need to incorporate suitable replacement/enhancement of these facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The northern boundary is located adjacent to the A6 with commercial development to the east. It is, however, anticipated that the impact of noise could be mitigated
Impact of the development on neighbouring land uses		Compatible, subject to appropriate mitigation measures
Impact on biodiversity		Area of medium sensitivity. No designated sites of wildlife or geological importance although detailed assessment work undertaken to support the planning application indicates the presence of two ponds which provide habitat diversity for flora and fauna, including great crested newts.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high sensitivity – the site is located on a prominent raised area to the west of Irthlingborough.
Impact on heritage		Area of medium sensitivity - a geological survey has identified architectural features, although the significance of these is currently unclear. Unlikely to have an adverse impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Potential for visual coalescence with Finedon
Flood risk		Site is located outside a designated flood zone although concerns have been raised through the current planning application about drainage issues associated with the former Irthlingborough Mines
Impact on the use of previously developed land		Development site is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Detailed survey work undertaken in connection with the planning application indicates that the land is predominantly grade 3a
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Held by a developer/willing owner and is the subject of a

		planning application (10/00857/OUT)
Deliverability - Likelihood of site coming forward for development		SHLAA indicates that the site has good marketability and/or viability
Total quality		Site not assessed as part of the SELA
SHLAA category	2	Site has a limited level of constraints and is likely to be available for delivery after the first 5 years. The allocation of the site will depend upon individual circumstances and on the measures being proposed to overcome these constraints
Other considerations		
Public footpaths		Opportunities should be taken to protect routes into the open countryside and provide links into the public footpaths
Site previously mined		Likely impact on development costs and viability
Summary of Assessment:		
Key positive factors		Key negative factors
Good proximity to services		Impact on visual landscape
Located adjacent to the A6 and close to the A45		Predominantly grade 3a agricultural land
Held by a willing land owner		
Good marketability and/or viability		
SHLAA category 2		

Local authority: East Northamptonshire	
Site 39: Land West of Crow Hill/ north of A6 (Irthlingborough North)	
Other references: ENC – RTP223	
Site Assessment: Residential and employment uses	
Site Area: ~176ha	Settlement hierarchy: Market Town
Proposed development: Mixed use urban extension	
Site description: The site, which consists of agricultural land, is located on the north side of Irthlingborough. It is bounded to the south by the A6 and to the west by Addington Rd and the residential development of Crow Hill.	

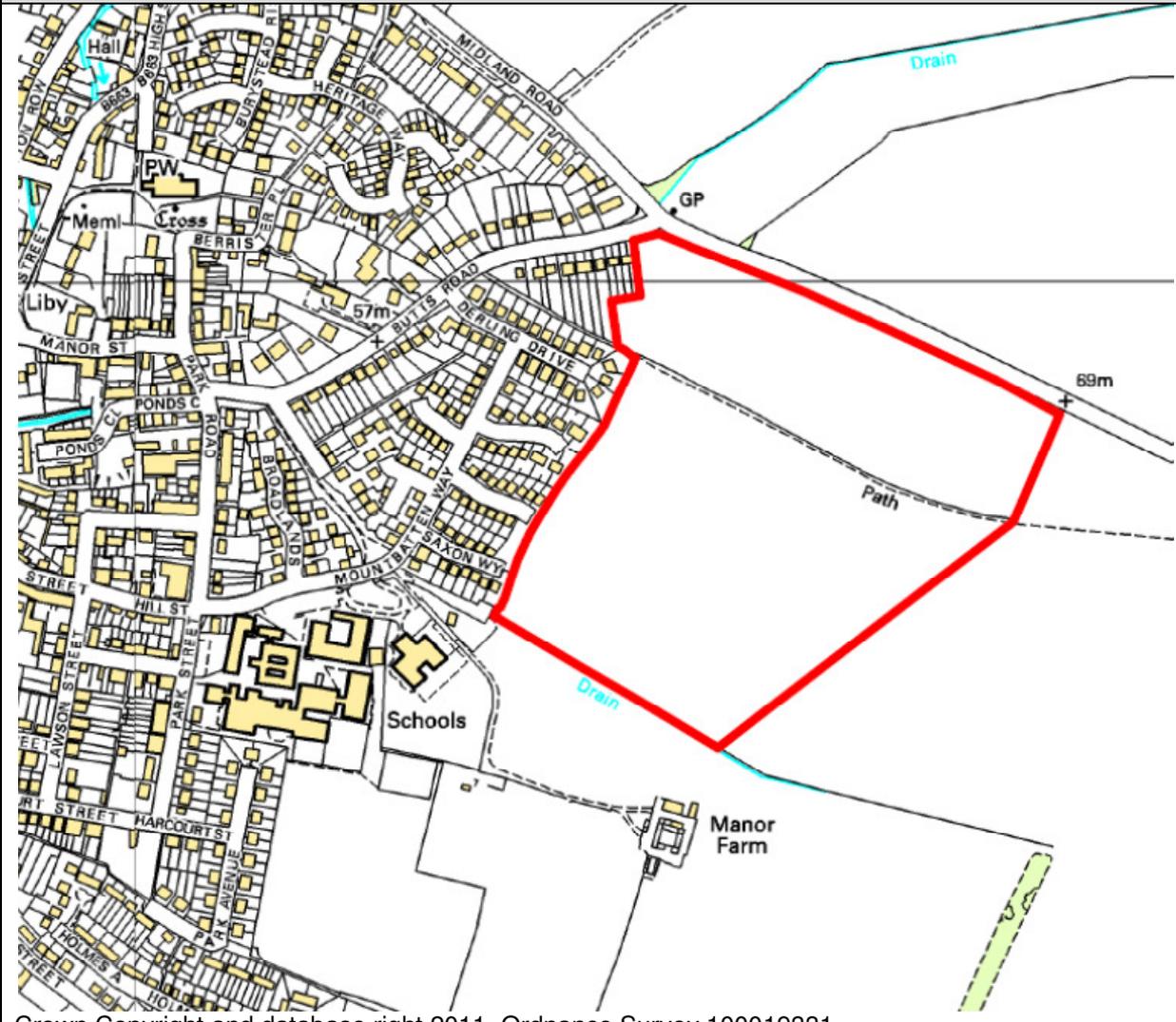


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Criteria	Comments
Proximity to services	Within a walkable distance of shops, schools and health facilities using existing facilities however A6 is a barrier to pedestrian flow. There are no major employment sites in Irthlingborough. The site, however, could provide some employment land and there is an hourly bus service to Bedford and there is the potential that service 45 could be diverted to serve the development. The nearest leisure centre is in Wellingborough,
Proximity to a trunk/principal road junction	One side of the site is adjacent to the principal road network (A6) and close to the A45 trunk road
Connectivity to the existing urban area	Integration capacity assessed as grade D - The A6 forms a physical barrier between this area and the existing built fabric of the town. Whilst it might be possible to overcome this barrier, the pattern of development to the south severely limits potential multimodal routes through from this area to the town centre.
Access infrastructure	Access requirements unknown - possibly off A6 or

		Addington Road. Together with site 38 (Irthlingborough West) this would generate a sizeable increase in traffic and any new junctions off the A6 for either of these sites would need to be carefully considered.
Capacity of the highway network		The A45/A6 Chowns Mill roundabout is a constraint and, as yet, there is not an agreed scheme. Development would impact on the A6 and Addington Road.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The southern boundary is located adjacent to the A6, although it is anticipated that the impact of noise could be mitigated
Impact of the development on neighbouring land uses		Compatible with neighbouring land uses
Impact on biodiversity		Area of medium sensitivity as defined in the ENC 2007 study - unlikely, however, to have an adverse impact on a site recognized for its wildlife or geological importance. Impact on protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Area of high sensitivity as defined in the ENC 2007 study – the site is located above the existing town and includes generally undulating topography
Impact on visual landscape		Area of high sensitivity as defined in the ENC 2007 study - the archaeological value of the site will require investigation. Unlikely to have an adverse impact on listed buildings etc.
Impact on heritage		Potential visual coalescence with Little Addington (north-east) ,Crow Hill (east of Addington Rd) and Finedon.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		Site is located outside a designated flood zone although the East Northamptonshire Level 1 Strategic Flood Risk Assessment identified a small area as having a potential surface water flood risk. There could also potentially be drainage issues associated with the former Irthlingborough Mines
Impact on the existing form of the settlement		Development is entirely, or essentially, greenfield
Flood risk		Includes grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the use of previously developed land		Not allocated for mineral extraction.
Impact on the quality of agricultural land		Interest in developing the site is unclear
Impact on the stock of minerals		Site not assessed in either the SELA or SHLAA
Availability		Total quality
Deliverability - Likelihood of site coming forward for development		Site not assessed in the SHLAA
Total quality		Site not assessed in the SHLAA
SHLAA category		
Summary of Assessment:		
Key positive factors		Key negative factors
Proximity to services assessed as good		Poor connectivity
Proximity to the trunk/principal road network is good		Area of high landscape sensitivity – potential for visual coalescence with neighbouring rural settlements
		Interest in developing the site is unclear

Local authority: East Northamptonshire	
Site 57: Land South of Station Rd, Raunds	
Other references: SHLAA - 2137, ENC – RTP63/97	
Site Assessment: Residential development	
Site Area: ~18ha	Settlement hierarchy: Market Town
Proposed development: Site could accommodate an estimated 530 dwellings (ref SHLAA)	
Site description: The site is located on agricultural land on the south east side of Raunds and to the south- west of the B663. The site abuts residential development along its north-west boundary and agricultural land along the south-west and south-east boundaries.	



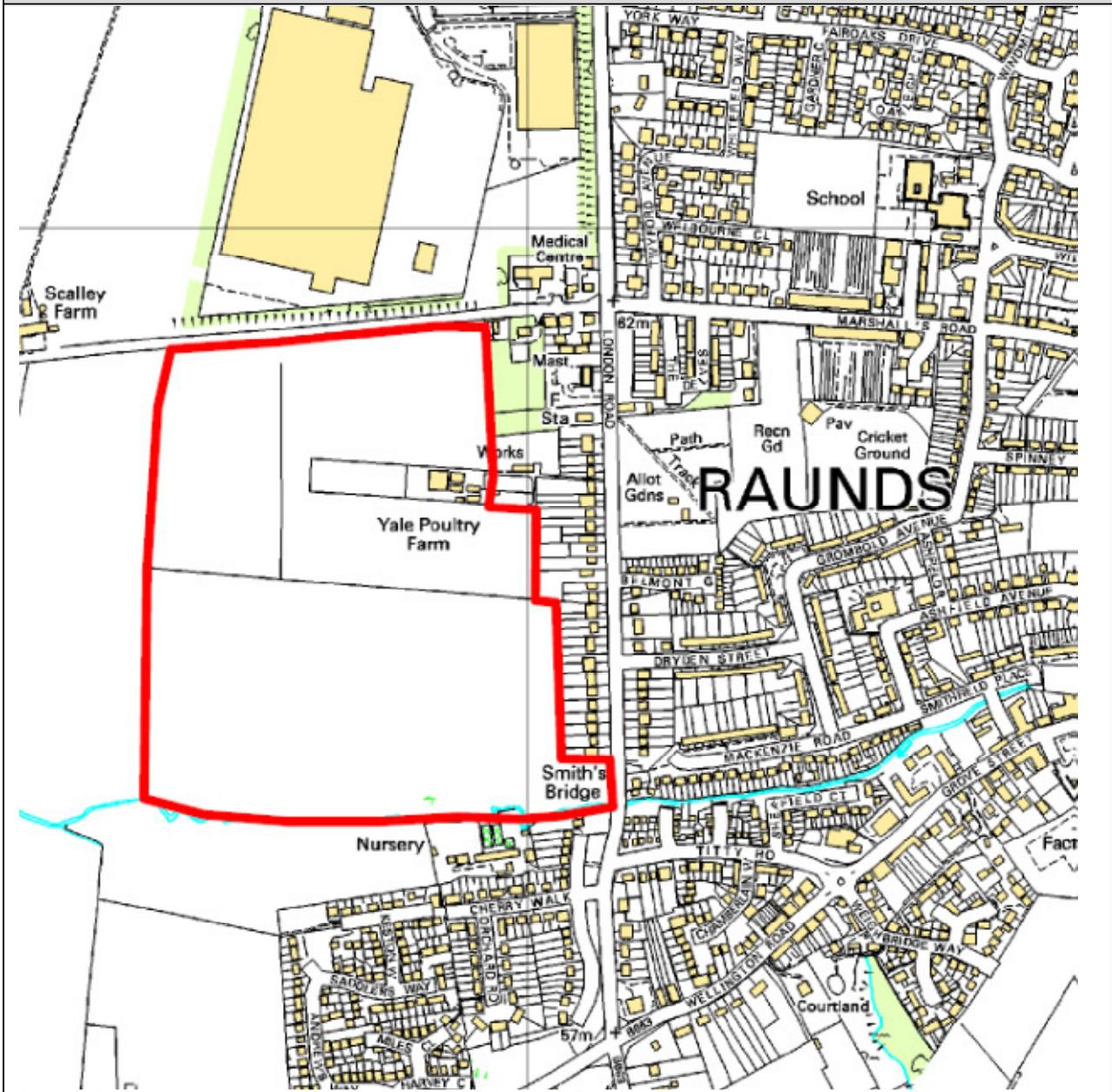
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Criteria	Comments
Proximity to services	<div style="background-color: #90EE90; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div> Raunds High Street provides a good range of low order goods - with a pharmacy, post office etc. There is a school within walking distance and a doctor's surgery. The nearest leisure centre is in Rushden, which is mainly accessible by car.
Proximity to a trunk/principal road junction	<div style="background-color: #FF0000; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div> Approximately 2.3km to A45 via narrow local roads.
Connectivity to existing urban area	<div style="background-color: #FFD700; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div> Integration capacity assessed as C. This is predicated on the assumption that some multimodal links are achievable via the existing cul-de-sacs which form the edge of the existing built up area. Existing rights of way link around the edge of existing built form to connect this

		area into the adjacent grid pattern.
Access infrastructure		Access would have to be off the B663. There is a section of land close to Manor School which potentially could be investigated but access onto Mountbatten Way would be in very close proximity to the school. However there is an existing right of way at this point (UG12) which could be formalised for access to the school. Ideally there should be two access points - further investigation is required to identify the other. Traffic calming would be required in Keyston to prevent rat-running from the A14 Bythorn junction.
Capacity of the highway network		Whilst the highway capacity in Raunds itself is good, modelling indicates that an intensification of development would put additional pressure on the internal road network and on the A45 junctions with the B663, A6/A45 Chowns Mill and A14 junction 13. A scheme has yet to be developed for Chowns Mill.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Development not significantly affected.
Impact of the development on neighbouring land uses		Neighbouring land uses include agricultural land and residential development
Impact on biodiversity		Area of medium sensitivity – no impact on a site recognised for its wildlife or geological importance. Presence of protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Not within an area of landscape sensitivity
Impact on heritage		Not within an area of sensitivity - the archaeological value of the site will, however, require investigation. Unlikely to have an adverse impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Neutral impact. The nearest adjacent settlement (Hargrave) is >5km away
Flood risk		The site is within flood zone 1, although the East Northamptonshire Level 1 Strategic Flood Risk Assessment identified small areas of the site at risk of surface water flooding.
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Interest in developing the site is unclear
Deliverability - Likelihood of site coming forward for development		SHLAA score of 3 - Good marketability and/or viability
Total quality		Site not assessed in the SELA
SHLAA overall category	2	Site has a limited level of constraints and is likely to be available for delivery after the first 5 years. The allocation of the site will depend upon individual circumstances and on the measures being proposed to overcome these constraints.

Other considerations		
Public footpaths cross the site		Important role in connecting this area into the adjacent grid pattern (see 'connectivity')
Summary of Assessment:		
Key positive factors		Key negative factors
Good proximity to services		Access arrangements require further investigation
SHLAA category 2		Owner interest in development is unclear
		Highway capacity improvements required
		Poor access to trunk/principal road network

Local authority: East Northamptonshire	
Site 58: Raunds West	
Other references: SHLAA – 1010, ENC – RTP62	
Site Assessment: Residential development	
Site Area: 22ha	Settlement hierarchy: Market Town
Proposed development: Site could accommodate an estimated 700 dwellings (ref SHLAA)	
Site description: The site consists of agricultural land to the west of Raunds. The northern boundary is formed by Meadow Lane beyond which is the employment area of Warth Park. To the east the boundary adjoins the rear gardens of development fronting London Rd whilst agricultural land is located to the west and south of the development area.	



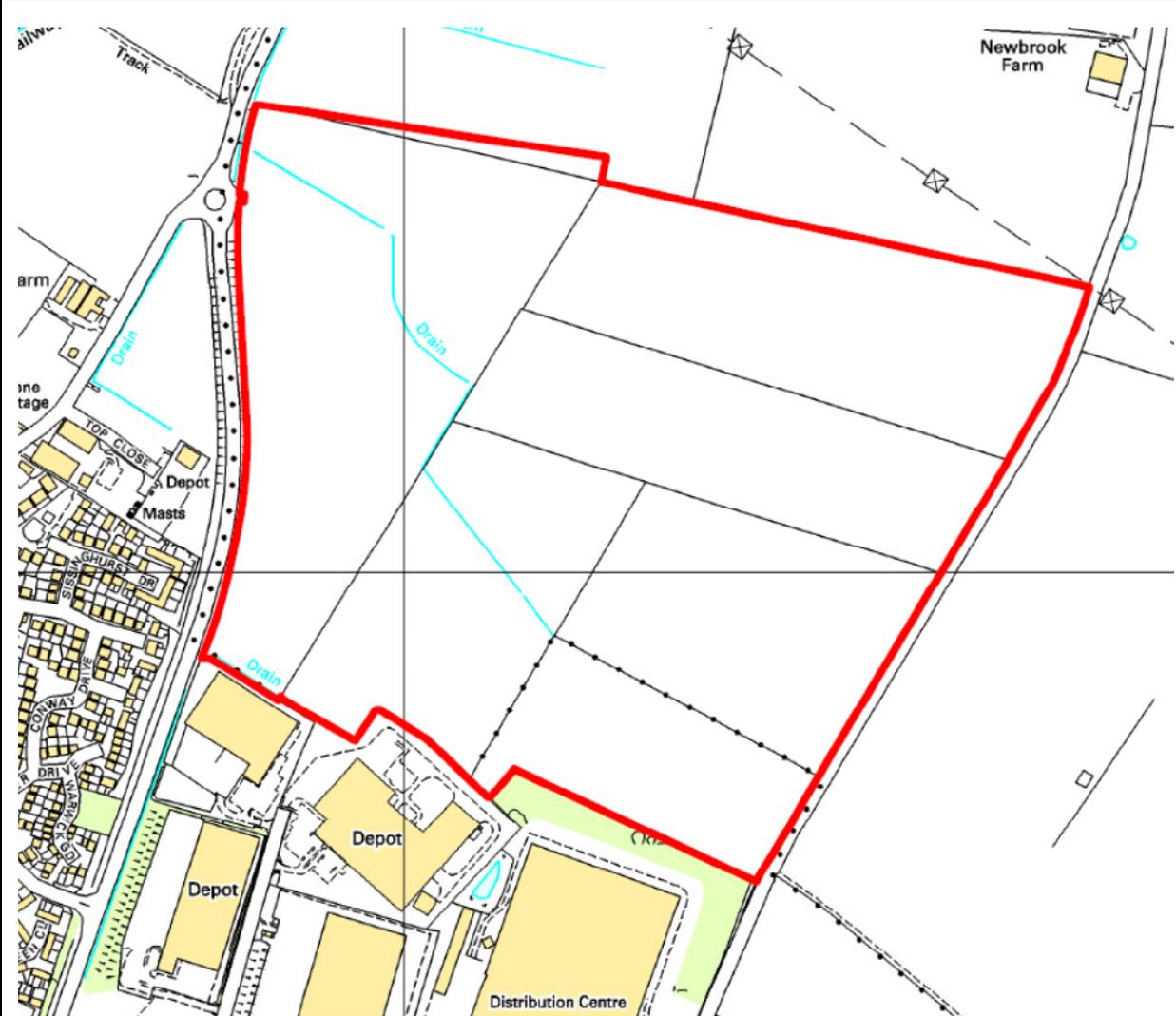
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Criteria	Comments
Proximity to services	Raunds High Street provides a good range of low order goods - with a pharmacy, post office etc. There is a school within walking distance and doctor's surgery. The nearest leisure centre would be at Rushden
Proximity to a trunk/principal road	Site is 1.2km to A45.

junction		
Connectivity to existing urban area		Integration capacity grade B. The existing development fronting London Rd limits potential multi-modal connections into the existing movement network. There may be an opportunity to use the existing open space to the east as a green link towards the town centre.
Access Infrastructure		Further investigation required but access may be feasible from Meadow Lane (currently public bridleway)/Marshall's Road/London Road junction (which would require upgrade) and potentially London Road to the south.
Capacity of the highway network		Highway capacity in Raunds itself is good, although modelling indicates that an intensification of development would put additional pressure on the internal road network and on the A45 junctions at Chowns Mill (with the A6) and with the B663 and A14
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within a specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Potential for noise/odour from the existing poultry farm and neighbouring Warth Park development. A planning application for 135 dwellings on part of the site (ref EN/08/00113/OUT) was dismissed on appeal as the Inspector concluded that occupiers of the new properties would be not be able to enjoy satisfactory living conditions.
Impact of the development on neighbouring land uses		The Inspector (see above) concluded that the proposed residential development was unlikely to prejudice the operation of nearby businesses.
Impact on biodiversity		Area of medium sensitivity. No impact on a site recognised for its wildlife or geological importance.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Hog Dyke is located on the southern boundary. Presence of protected species unknown.
Impact on visual landscape		Area of high sensitivity. Prominent site near to top of a hill above Raunds.
Impact on heritage		Area of low sensitivity -, the archaeological value of the site will, however, require investigation. Unlikely to have an adverse impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		The location of the site between Raunds and Stanwick could encourage coalescence between the settlements.
Flood risk		The majority of the site is located outside of a flood zone. The area around Hog Dyke at the southern end of the site is, however, within flood zones 2/3 and development would, therefore, need to be avoided in this area.
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Site includes Grade 3 agricultural land - unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Held by a developer/willing owner
Deliverability - Likelihood of site coming forward for development		SHLAA score of 3 - Good marketability and/or viability
Total quality		Site not assessed in the SELA

SHLAA category	3	Site has significant constraints - to be considered appropriate for development or allocation it must be clearly demonstrated that these can be overcome
Summary of Assessment:		
Key positive factors		Key negative factors
Held by a willing owner		Area of high landscape sensitivity and potential for visual coalescence
Good proximity to services and integration with the existing settlement		Impact on residential amenity arising from the proximity to existing employment
		Highway improvements required on the A45
		SHLAA category 3 – site has significant constraints

Local authority: East Northamptonshire	
Site 68: Thrapston - Land to the north east (east of A605)	
Other references: CSS issues, SELA – E6 , ENC- RTP75	
Site Assessment: Employment land	
Site Area: 50ha	Settlement hierarchy: Market Town
Proposed development: SELA identified the site as being of interest to the industrial market and, more likely, for warehousing and distribution.	
Site description: The site is located to the north east of Thrapston on agricultural land to the east of the A605 and lies close to J13 of the A14. To the south is the existing Halden's Parkway employment area. There is a public footpath along the northern boundary.	



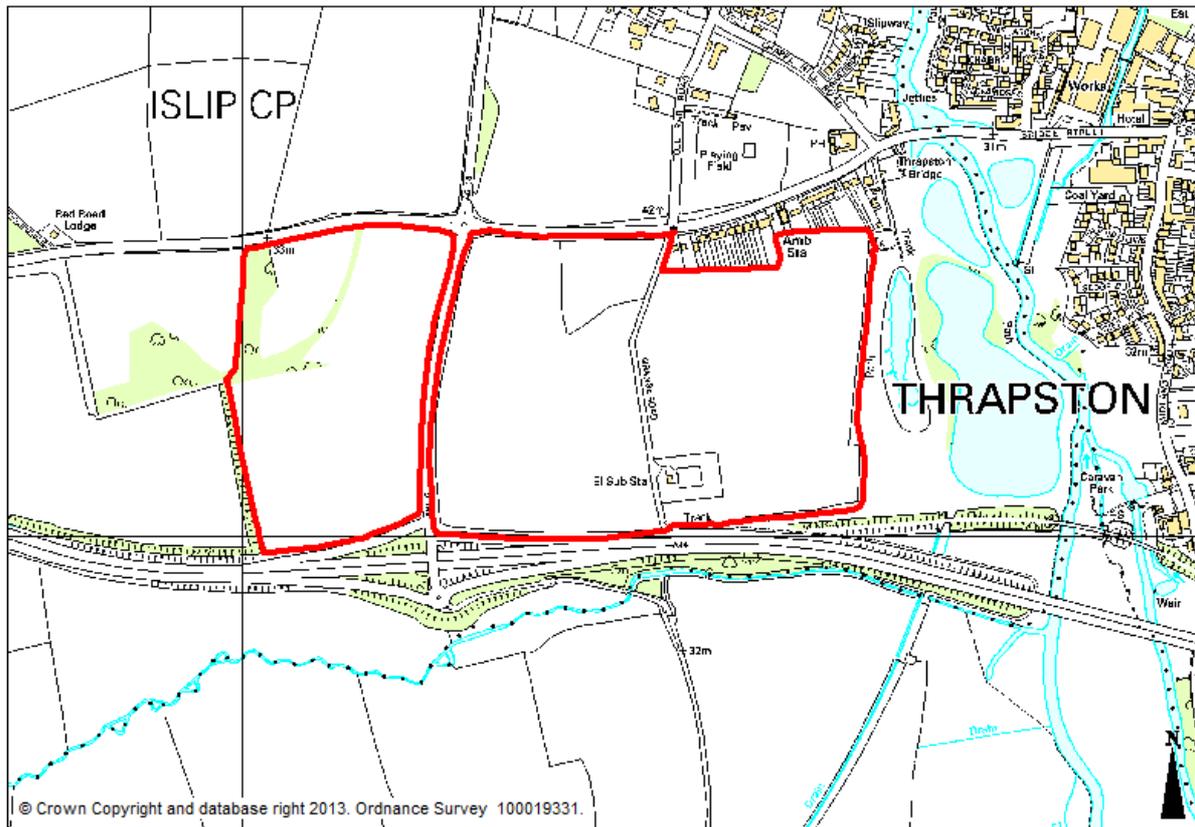
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Criteria		Comments
Proximity to services	Yellow	Not directly served by regular public transport. The nearest shops are within 1 mile.
Proximity to a trunk/principal road junction	Green	Located on the principal road network (A605) and extremely close to the A14 trunk road.
Connectivity to existing urban area	Red	Integration capacity grade D. Located adjacent to a commercial area dominated by warehouses which is not well integrated into the urban structure of Thrapston
Access Infrastructure	Green	Access achievable off the A605 or to east of site. However, Titchmarsh Lane unsuitable for significant access / intensification

Capacity of the highway network		Difficult to assess without more detail regarding employment type. Development would, however, have a significant impact on the A14 Junction 13/A45 and is reliant on improvements to the A45 and A14. It would also put additional pressure on the A605/Oundle Road. Likely to be difficult to serve by public transport.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site located adjacent to the A605 but it should be possible to mitigate the impact of noise.
Impact of the development on neighbouring land uses		Compatible with neighbouring land uses - although see comments regarding potential coalescence.
Impact on biodiversity		Area of medium biodiversity - No impact on a site recognised for its wildlife or geological importance. Presence of protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high sensitivity. Site located above the Nene Valley and within vicinity of Titchmarsh Conservation Area. Development likely to affect the vista into Thrapston from the north.
Impact on heritage		Area of high sensitivity – Due consideration would need to be given to the possible impact on the setting of listed buildings in Titchmarsh. SMR indicates that there may be historic environmental assets on the site.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		The site is located close to the village of Titchmarsh, which may give rise to concerns regarding potential coalescence.
Flood risk		The site is outside a designated flood zone. A small area of the site, however, was identified in the Level 1 Strategic Flood Risk Assessment for East Northamptonshire as having potential surface water flood risk.
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Grade 3 agricultural land
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Land owner has expressed an interest in bringing the site forward for development (see response at CSS issues stage)
Deliverability - Likelihood of site coming forward for development		SELA score of 2.5 - the site may be of interest to the industrial sector although it is more likely to appeal to the warehouse/distribution market. The SELA concluded that the site should be subject to further evaluation.
Total quality		Site assessed as being of fair quality in the SELA
Other considerations		
Site is, in part, located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Public footpath along the northern		Need to provide appropriate links

boundary	
Summary of Assessment:	
Key positive factors	Key negative factors
Good location in relation to the trunk and principal road network and likely to be of particular interest to the warehousing/distribution sector	Poor integration capacity and likely to be difficult to serve by public transport
Access achievable from the A605	Visual impact – site is located above the Nene Valley and in close proximity to Titchmarsh
	Within an area of high heritage sensitivity
	Improvements required to the highway network

Local authority: East Northamptonshire Council	
Site 93: Land between Kettering Road and A14, Islip ("Thrapston West")	
Other references: SHLAA – forms part of 1153; Emerging draft JCS (2012) - 101	
Site Assessment - Mixed use urban extension	
Site Area: ~ 42ha	Settlement hierarchy: Market Town
Proposed development: Mixed use urban extension	
Site description: Potential mixed use urban extension to the west of the River Nene (at Thrapston); between Islip Furnace employment area, Kettering Road, Islip and A14. Divided into two parts by A6116 Corby – Thrapston road	

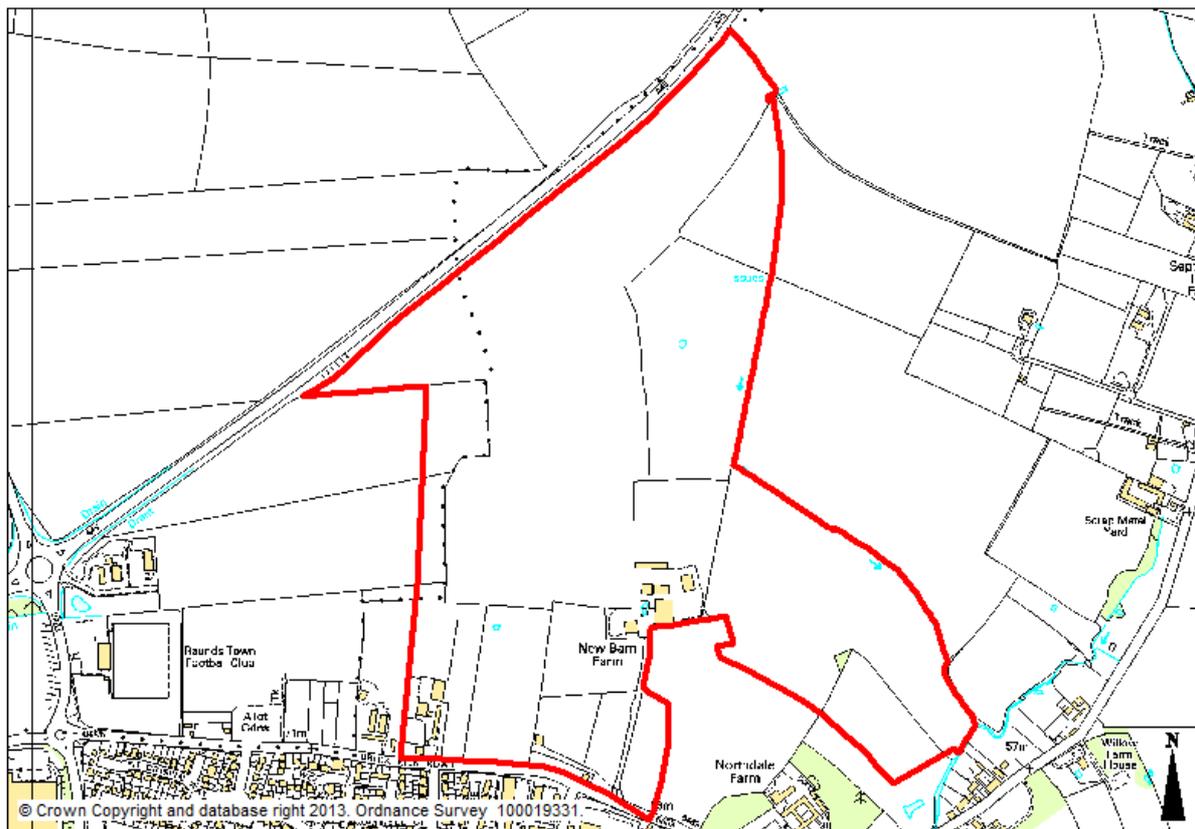


Criteria		Comments
Proximity to services	Yellow	Development of the scale proposed would be expected to include provision of new services and facilities as part of any comprehensive scheme. The site has access to an hourly bus service (Centrebus 16: Kettering – Raunds), together with the Woolpack Pub, Islip Garage and Thrapston town centre; all within 0.5km walking distance.
Proximity to a trunk/principal road junction	Green	Site is immediately adjacent to A14/ A6116 junction and bisected by A6116.
Connectivity to the existing urban area	Yellow	Integration capacity assessed as grade B in the USS
Access infrastructure	Green	Significant access infrastructure would not be required and, potentially, two access points could be achieved.
Capacity of the highway network	Yellow	Modelling has shown that there are no significant capacity issues within Thrapston. The A45/A14 junction, however, is approaching capacity and this development would need to mitigate its impact on the A6116/Bridge Street and A14/A6116.
Utilities	Yellow	Full services would need to be provided to the site

Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports/ recreational facilities. Opportunities for enhanced provision, e.g. new recreational/ leisure facilities, between potential development site and River Nene
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located immediately adjacent to the A14. Any development scheme would require mitigation (e.g. through the provision of appropriate landscaping/ noise bunding).
Impact of the development on neighbouring land uses		Generally compatible, subject to suitable mitigation measures
Impact on biodiversity		Area of medium sensitivity – located within Nene Valley Nature Improvement Area. Approximately 1km from Upper Nene Valley Gravel Pits SPA/ Ramsar site (Thrapston Lakes), but unlikely to have a significant impact upon this designation. Impact on protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Area of high sensitivity
Impact on visual landscape		Area of high sensitivity - nearest listed structures – Islip/ Thrapston Bridge; Islip House approximately 0.5km away. SMR – Islip Ironworks (adj); Market Harborough – Huntingdon Turnpike (former A604)
Impact on heritage		Area of high sensitivity - nearest listed structures – Islip/ Thrapston Bridge; Islip House approximately 0.5km away. SMR – Islip Ironworks (adj); Market Harborough – Huntingdon Turnpike (former A604)
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Area of high sensitivity
Impact on the existing form of the settlement		Outside Thrapston urban area (i.e. wholly within Islip); therefore concerns re coalescence with Islip (unless Islip is deemed to form part of the wider urban area)
Flood risk		Proposed development site wholly within Flood Zone 1. Water compatible recreation/ leisure uses proposed to east of development site (Zones 2/3)
Impact on the use of previously developed land		Development is entirely greenfield
Impact on the quality of agricultural land		Will result in the loss of Grade 3 agricultural land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Site is not located on land allocated for mineral extraction
Availability		Site being actively promoted for development through JCS review – single landowner (Drayton Estates)
Deliverability - Likelihood of site coming forward for development		Score of 3 in the SHLAA
Total quality		Not assessed as part of the SELA
SHLAA category	3	Site has significant constraints - to be considered appropriate for development or allocation it must be clearly demonstrated that these can be overcome
Other considerations		
Majority of the site is within a Minerals Safeguarding Area		Proposal would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Thrapston – Irthlingborough – Wellingborough Greenway		Development may provide an opportunity to enhance existing public right of way and Greenway linkages to the south (e.g. Stanwick Lakes)
Spatial strategy for Thrapston and Islip		The spatial development strategy for Thrapston and Islip was considered during the Rural North, Oundle and Thrapston Examination (2008-9). The Examination Inspector accepted that Thrapston and Islip should be regarded as separate, freestanding settlements (Rural

		Service Centre and Category A Network Village respectively). The potential allocation of this site would entail a fundamental review of the spatial development strategies for Thrapston and Islip; i.e. the re-designation of Islip as part of the wider Thrapston urban area.
Summary of Assessment:		
Key positive factors		Key negative factors
Proximity to strategic road network (A14/A6116)		Concerns re coalescence with Islip. Outside Thrapston urban area – there would need to be a fundamental review of the current Thrapston/Islip spatial strategies
Opportunity to link Islip Furnace employment area and Thrapston		Proposal would effectively lead to creation of new, self contained settlement to south of Kettering Road, Islip
Land in single ownership and being promoted		Area of high visual landscape sensitivity
		Area of high heritage sensitivity

Local authority: East Northamptonshire Council	
Site 94: Middle End, Brick Kiln Road, Raunds (Raunds North, Phase 3)	
Other references: SHLAA – 2135; SELA – E3; Emerging draft JCS (2012) - 106	
Site Assessment: Mixed use sustainable urban extension	
Site Area: ~ 27ha	Settlement hierarchy: Market Town (Rural Service Centre)
Proposed development : Mixed use sustainable urban extension	
Site description: Phase 3 of proposed mixed use Raunds North sustainable urban extension (permission already granted for phase 1 (Northdale End/ north east Raunds) and phase 2 (West End, Brick Kiln Road). Anticipated to incorporate B1/ B2/ B8 employment uses, 350-400 dwellings, green infrastructure, contributions towards existing services and facilities within Raunds.	

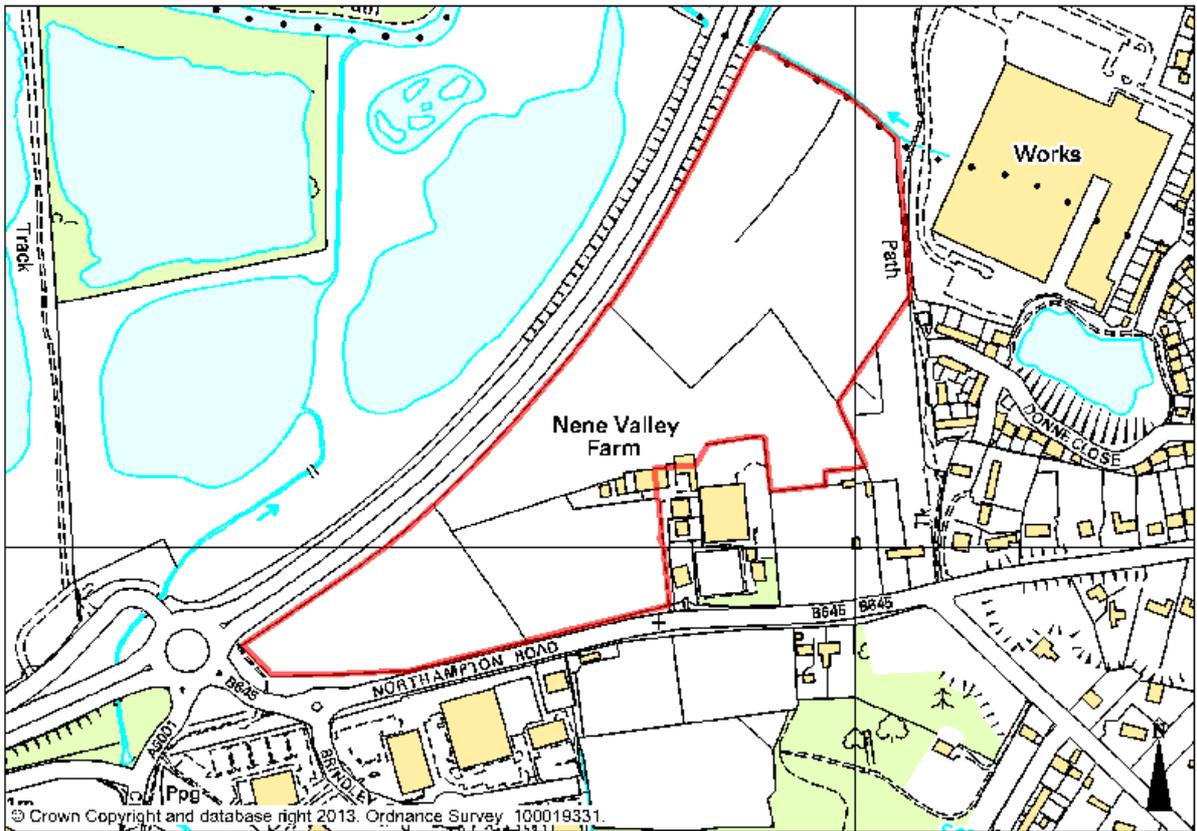


Criteria	Comments
Proximity to services	Development of the scale proposed would be expected to include provision of new services and facilities as part of any comprehensive scheme. The site has access to regular bus services; 5-6 buses/hour (Centrebus 16: Kettering – Raunds; X46/ X47: Thrapston – Northampton). Site also adjoins McDonald's restaurant/BP service station (including supermarket). Further retail/leisure provision is proposed as part of Warth Park development scheme.
Proximity to a trunk/principal road junction	Site is 1.16km from the A45
Connectivity to the existing urban area	Integration capacity assessed as grade B/C. USS specifies a need to make Brick Kiln Road more pedestrian friendly as a key means to improving connectivity with the existing town.
Access infrastructure	Significant access infrastructure would not be required if master-planned in conjunction with Northdale and West End to create a high quality sustainable urban extension.
Capacity of the highway network	Modelling work has shown that there is significant capacity within Raunds, but that the increasing

		pressure on the A45 corridor will cause issues at the A45/B663 junction. A site specific Transport Assessment will need to be undertaken to establish which other junctions are impacted by this site. The extent to which it is brought forward as a SUE as part of Northdale End and West End, or as a separate SUE will have implications in terms of its impact on the surrounding highway network.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports/ recreational facilities. Opportunities for enhanced provision, e.g. at Raunds Town Football Club, or improvements to existing provision such as Brick Kiln Road allotments.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A45 (to the north). Any development scheme would require appropriate mitigation (e.g. through the provision of appropriate landscaping/ noise bunding along the northern boundary).
Impact of the development on neighbouring land uses		Generally compatible, subject to suitable mitigation measures
Impact on biodiversity		Area of medium sensitivity. Development unlikely to have an adverse impact upon any designated biodiversity/ geological sites. Impact on protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high sensitivity
Impact on heritage		Area of medium sensitivity. Some archaeological assets at the site have been identified through SMR – C19th brickworks, possible Saxon village/ industrial site
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Neutral impact upon form/character of Raunds. "Natural" area for town expansion; i.e. between existing urban area and A45.
Flood risk		Proposed development site wholly within Flood Zone 1.
Impact on the use of previously developed land		Development is essentially greenfield
Impact on the quality of agricultural land		Will result in the loss of Grade 3 agricultural land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Site is not located on land allocated for mineral extraction
Availability		Site being actively promoted for development through JCS review – Barwood Land/ Savills (acting on behalf of 2-3 separate landowners)
Deliverability - Likelihood of site coming forward for development		Score of 3 in the SHLAA
Total quality		SELA Table 8.17
SHLAA score	3	Site has significant constraints - to be considered appropriate for development or allocation it must be clearly demonstrated that these can be overcome
Other considerations		
2011 Raunds Masterplan		Scale of development does not accord with local aspirations articulated through the 2011 Masterplan
Summary of Assessment:		

Key positive factors	Key negative factors
Site being actively promoted for development through JCS review	It is questionable whether development on the scale proposed to the north of the town is appropriate, given the findings of the 2011 Masterplan
Opportunity for completion of Raunds North sustainable urban extension, in accordance with adopted CSS Policy 9	Proposal would effectively lead to the creation of a new, self contained settlement to north of Raunds – some challenges to ensure effective integration with the town
Potentially good connectivity with existing services and facilities	Area of high landscape sensitivity

Local authority: East Northamptonshire Council	
Site 98: Nene Valley Farm, Northampton Road, Rushden	
Other references: SELA – E27; Emerging draft JCS (2012) - 67	
Site Assessment - About 7ha of developable land with the remainder being used for accessible green infrastructure.	
Site Area: ~ 12ha	Settlement hierarchy: Growth Town
Proposed development: Employment uses and green infrastructure	
Site description: The site is situated between the B645 (Northampton Road) and A45; i.e. within Rushden's main natural northern boundary. Currently designated as Important Open Land (1996 Local Plan Policy EN20) the site is an integral part of a green infrastructure corridor between Rushden and the Nene Valley (current CSS Policy 5/ Figure 9).	



Criteria	Comments
Proximity to services	The site is reasonably well served by public transport. Expresslines Ltd Rushden/ Higham Link service (5 buses/ day) runs along Northampton Road. The hourly Rushden (Waitrose) – Kettering (Stagecoach, 49) is approximately 0.5km walking distance away from the site. The Waitrose superstore and Needle and Awl Public House are both within 0.5km walking distance
Proximity to a trunk/principal road junction	Located in close proximity to the A45 (0.3km)
Connectivity to the existing urban area	Integration capacity assessed as 'D'. Whilst the site has a connection to a radial route (Northampton Rd) it is not connected to any other local roads.
Access infrastructure	Access could be provided off Northampton Road. For an employment site of this shape and size, however, a second access point would be advantageous to avoid a bottleneck. At this stage it is unclear how this could be achieved.
Capacity of the highway network	The A45/B645 junction would require capacity enhancements to facilitate the development. This would need to be planned in line with any development which

		came forward as part of Rushden Lakes. There are known capacity constraints on this part of the A45 during peak periods, particularly at Chowns Mill roundabout. In terms of the local highway capacity within Rushden and Higham Ferrers a site such as this would put additional pressure on the town centre junctions the extent of which would need to be identified through a TA and mitigated as appropriate.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports/recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the A45 (to the north/ west). Development would require appropriate mitigation (e.g. through the provision of appropriate landscaping/ noise bunding along the north/ western boundary).
Impact of the development on neighbouring land uses		Generally compatible, subject to suitable mitigation measures
Impact on biodiversity		Area of medium sensitivity – located within Nene Valley Nature Improvement Area. Upper Nene Valley Gravel Pits SPA/ Ramsar site lies on the opposite side of the A45, so not considered likely to have a significant impact upon this designation.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown
Impact on visual landscape		Not assessed as part of the SHLAA but considered to be of 'medium' sensitivity
Impact on heritage		Unlikely to have a significant impact upon designated heritage assets. Some archaeological assets adjacent to the site have, however, been identified through SMR – Medieval town remains; Wellingborough – Great Staughton turnpike
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Neutral impact upon form/character of Rushden/ Higham Ferrers. "Natural" area for expansion of towns; i.e. within A45 boundary.
Flood risk		Proposed development site wholly within Flood Zone 1.
Impact on the use of previously developed land		Development is essentially greenfield
Impact on the quality of agricultural land		Will result in the loss of Grade 3 agricultural land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Site is not located on land allocated for mineral extraction
Availability		Site being actively promoted for development through JCS review – French House Ltd are currently acting on behalf of landowners to promote the site
Deliverability - Likelihood of site coming forward for development		2009 SELA (Appendix E) site assessment has identified market demand as being "good"; evidenced by successful development of adjacent Rushden Business Park. Site considered deliverable within 1-3 years. However, SELA did not identify site as one with potential for 'next stage' evaluation.
Total quality		SELA Table 8.17
Other considerations		
Located within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction

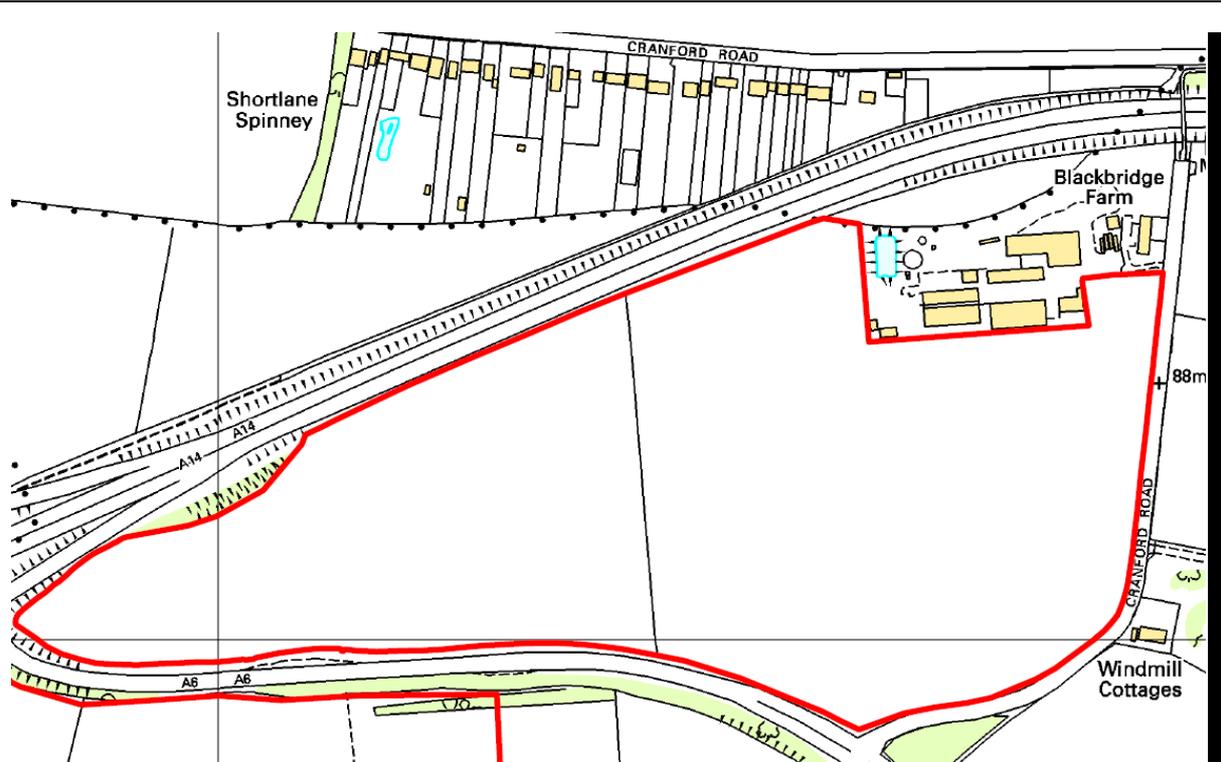
Current Important Open Land designation (1996 Local Plan Policy EN20/CSS Policy 5)	Development of the site for employment uses is contrary to the current adopted development plan. Any development would need to satisfy relevant criteria within current CSS Policy 5 in respect of the provision of appropriate green infrastructure. Net biodiversity gain would need to be achieved, in accordance with the site's location within the Nene Valley NIA.
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Summary of Assessment:

Key positive factors	Key negative factors
Adjacent to strategic road network (A45); hourly bus services within easy walking distance	Contrary to adopted development plan. Proposals would need to demonstrate that it fulfils both the specific requirements and spirit of adopted CSS Policy 5 (Green Infrastructure).
Within the "natural" Rushden/ Higham Ferrers built up area	Poor connectivity to the existing urban area
Opportunity to develop new green infrastructure corridor, linking Rushden and the Nene Valley	
Assessed as being a site of good quality in the SELA	
Site being actively promoted for development through JCS review	

Sites within Kettering Borough

Local authority: Kettering	
Site 2: A14 junction 10, Burton Latimer	
Other references: SELA - K14, KES – BL1&2, Emerging draft JCS (2012) rep no 105.	
Site Assessment: Employment	
Site Area: ~32.6 Ha	Settlement hierarchy: Market Town
Proposed development: Business park with a mix of B1, B2 and B8. The warehousing and distribution units would be targeted at the local market rather than large scale units required by regional and national operators. The site could provide an estimated 3,000 jobs.	
Site description: The site is located to the south-east of the A14 and east of the junction with the A6. To The land abuts Cranford Rd to the east and the A6 to the south.	



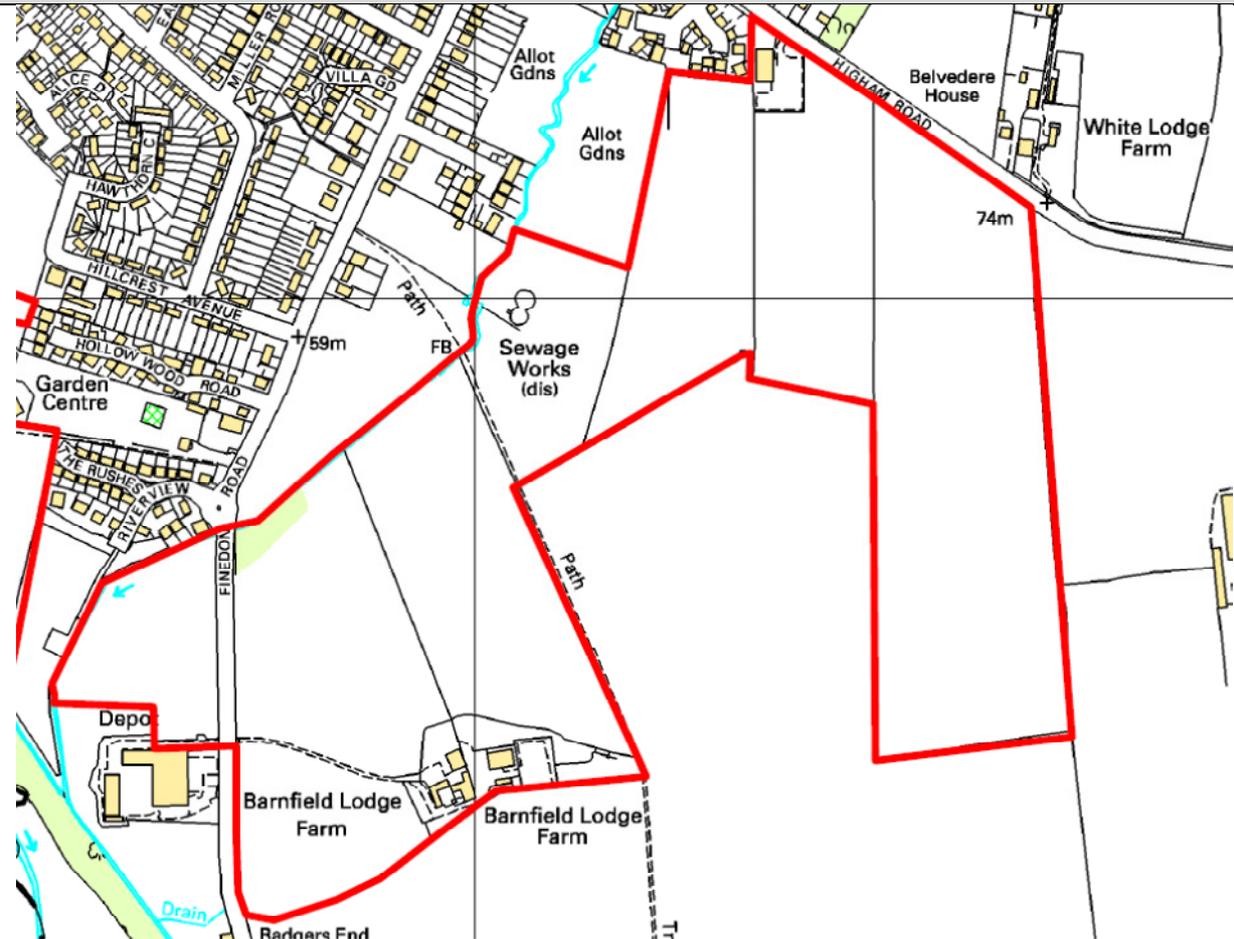
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Criteria		Comments
Proximity to services	Yellow	Site is served by X1 on a better than hourly basis. Shops are just over a mile away.
Proximity to a trunk/principal road junction	Green	Located directly on the principal road network (A6) and adjacent but not directly connectable to the trunk road network (A14).
Connectivity to the existing urban area	Red	Integration capacity grade D. A6 is a major barrier and town is at some distance. Cranford Road alignment changed and no connected grid to connect to town centre. Would rely solely on radials. Would need to improve pedestrian links south through open space and access across A6, as well as improve quality for pedestrians and cyclists of radials as relied on them heavily.
Access infrastructure	Red	Discussions ongoing. Likely to require significant remodelling of A14 J10 at significant cost. Includes land identified for Kettering East access to proposed A14 Junction 10A.
Capacity of the highway network	Yellow	Capacity increases will be needed at the A14 (junction

		10) and will impact on the A6, Barton Road and Kettering Road.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No impact.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site located between A14 and A6. In addition, part of the site is within the 300m consultation buffer associated with Blackbridge Farm (adjacent to the north-east corner of the site) which has permission for waste development (biodyring and pyrolysis).
Impact of the development on neighbouring land uses		Site compatible with neighbouring uses.
Impact on biodiversity		Area of low biodiversity sensitivity. No designated sites of wildlife or geological importance.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Presence of protected species unknown.
Impact on visual landscape		Area of medium sensitivity
Impact on heritage		Area of low heritage sensitivity. No significant sites recorded although the archaeological value of the site will require investigation. Unlikely to have an adverse impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		High quality development may provide opportunities for gateway development. Site is prominent gateway into Kettering from the east.
Flood risk		Site is outside a designated flood zone.
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Grade 2 land
Impact on the stock of minerals		Site is not located on land allocated for mineral extraction.
Availability		Held by a willing developer/landowner. Site is being actively promoted through the JCS review.
Deliverability - Likelihood of site coming forward for development		SELA score of 3 - dependent upon the cost of infrastructure provision, development could be viable without intervention. Exact employment mix for the site would need to very carefully considered. The SELA identified the site as a site for further evaluation.
Total quality		Assessed as a high quality site in the SELA
Other considerations		
Other highway comments		Discussions are ongoing regarding this site. The promoters are yet to offer an assessment of the wider impacts. Promoters are proposing a link from Jct 10a (proposed as part of Kettering East) to the A6 through the development. No issue with this in principl, although it would impact on the development of the site at Burton Latimer North (site 5). Master planning of the site together with Burton Latimer North and Kettering East is necessary to gain a solution to the significant infrastructure requirements of the sites.
Public footpath crosses the site		This will need to be incorporated into the development with appropriate links
Summary of Assessment:		
Key positive factors		Key negative factors
Low landscape and environmental impact		Poor connectivity to existing urban area

Close proximity to trunk road network	Poor accessibility to services
Site could be viable without intervention	Extensive access infrastructure required
Willing developer/landowner	Capacity of highway network
High quality gateway site to Kettering	Loss of best and most versatile agricultural land

Local authority: Kettering	
Site 4: Land to South-East of Burton Latimer	
Other references: SHLAA 1141, KBC - BL/048	
Site Assessment: Housing	
Site Area: ~32.5ha	Settlement hierarchy: Market Town
Proposed development: Potential for 985 dwellings (SHLAA assessment)	
Site description: The site consists of an irregular shaped area of agricultural land located on the south-east edge of Burton Latimer. The main parcel stretches from Finedon Rd in the south-west to Higham Rd in the north-east. The north-west boundary abuts residential development (off Jacques Rd), allotment gardens and the Latimer Brook. At its southern extremity the site borders on to agricultural land. The site also includes a small parcel of land to the west of Finedon Rd and south of Riverview. This area is bordered by a hedgerow to the west and employment land to the south.	



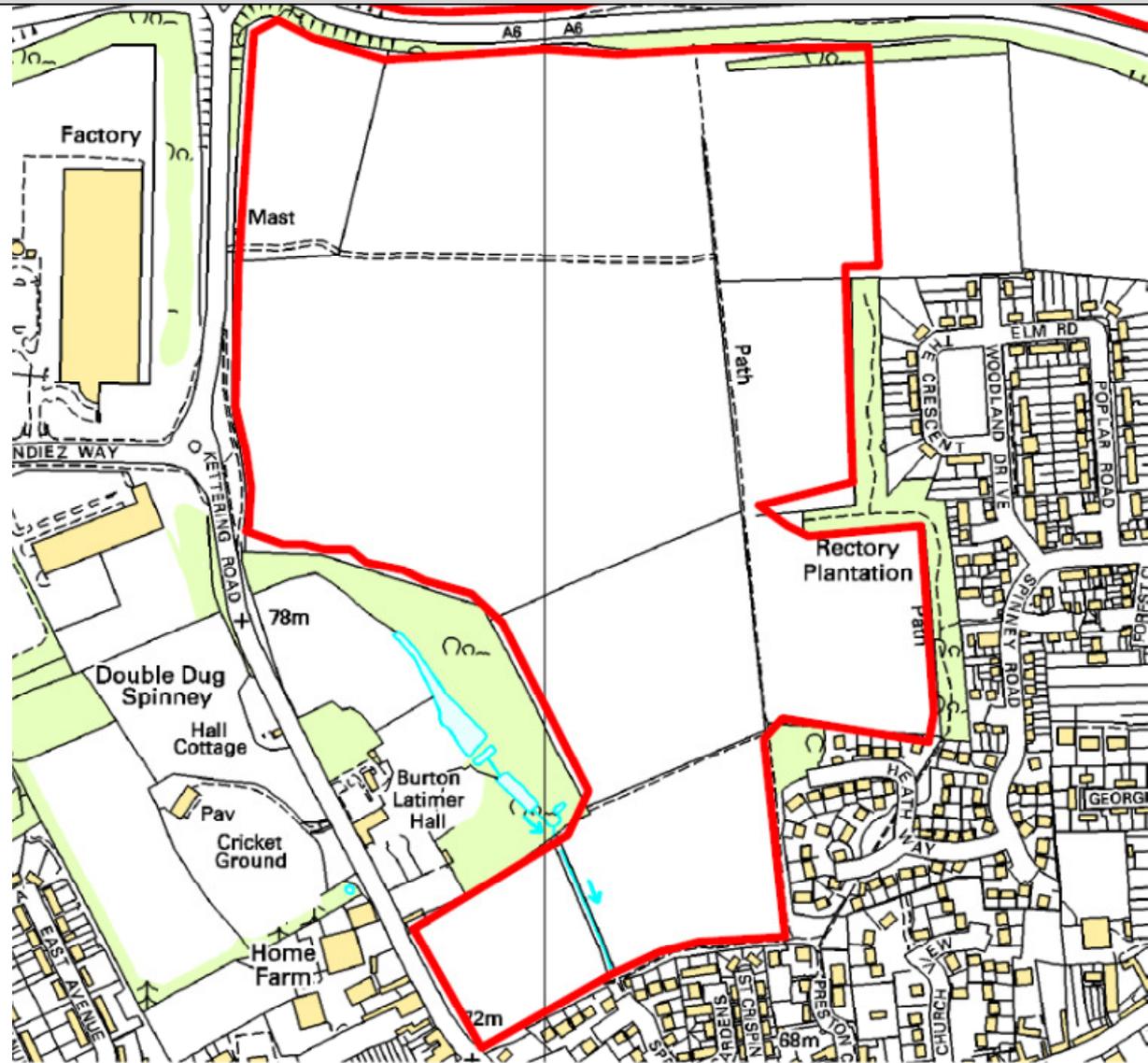
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Criteria	Comments
Proximity to services	Burton Latimer has its own local centre with doctors, post office and library. There are two primary schools within walking distance of the site. Latimer Park, an employment site is located within a reasonable distance/ there are further employment sites on the bus route. Serving this site by public transport would be challenging due to its shape and size.
Proximity to a trunk/principal road junction	Close to the principal road network. Approximately 1.5km from A6 (assuming access point is Finedon Rd).
Connectivity to the existing urban area	Integration capacity grade B. Potential to create a green infrastructure link alongside the Latimer Brook. Would need to link on to existing cul-de-sacs off Higham and Finedon Roads. Development would need to create an

		access point as close as possible to High Street/Higham Road junction and provide linkages across the stream to Finedon Road. Potential to create a grid system to replicate that to the west. Significant landscape impact however as site slopes uphill away from stream.
Access infrastructure		This site is an awkward shape which makes access more challenging. Potentially two access points could be achieved off Finedon Road and Higham Road with relatively minimal infrastructure.
Capacity of the highway network		A14 Junction 9/10 is a known capacity constraint. Isham Bypass is also identified as a scheme needed on A509. Known capacity constraints, but schemes are identified. Together with other sites development would intensify trips in Burton Latimer where capacity is relatively limited.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		No known impact.
Impact on existing sports and recreation facilities, including allotment land		Development would not result in the loss of open space, sport or recreational facilities.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Development not significantly affected.
Impact of the development on neighbouring land uses		Part of the site adjoins commercial development but development is likely to be compatible
Impact on biodiversity		Area of medium biodiversity sensitivity. The site is located within the Nene Valley Nature Improvement Area. There are mature trees and hedgerows within the site and some areas of land are not actively farmed and may therefore have ecological value. The Latimer Brook forms a green corridor along the boundary of the site and should be incorporated into the development Impact on protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high landscape sensitivity.
Impact on heritage		Area of low heritage sensitivity. Potential archaeological significance of the site will, however, requires further investigation. Unlikely to have an impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Development likely to have neutral impact.
Flood risk		The site is largely located within flood zone 1 although the area around the Latimer Brook is within zones 2 and 3
Impact on the use of previously developed land		Greenfield land
Impact on the quality of agricultural land		Majority of site is grade 3 agricultural land and a small part is grade 2.
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Site is understood to be in multiple-ownership, although available for development.
Deliverability - likelihood of site coming forward for development		SHLAA score of 4 – very good marketability and/or viability
SHLAA category		SHLAA category 2 - Site has a limited level of constraints and is likely to be available for delivery after the first 5 years. The allocation of the site will depend upon individual circumstances and on the measures being proposed to overcome these constraints.

Other considerations		
Likelihood of contamination related to the former sewage works		Mitigation would be required which could affect viability
Part of the site is within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Public right of way crosses the site		Should be retained and appropriate links into the route should be provided as part of any development scheme
Development of the site may result in a requirement for a new primary school in Burton Latimer		Potential impact on viability and capacity
Summary of Assessment:		
Key positive factors		Key negative factors
Access to site is good		Would result in the loss of best and most versatile agricultural land
Good access to services		Area of high landscape sensitivity - development would have a significant impact on the rural character of the area
Held by willing land owners		Highways capacity is problematic
Good marketability/viability		
Potential to integrate into existing urban form and enhance biodiversity		

Local authority: Kettering	
Site 5: Burton Latimer North	
Other references: SHLAA 657, KBC - BL049	
Site Assessment: Housing	
Site Area: ~32.5 ha	Settlement hierarchy: Smaller Town
Proposed development: Potential for 977 dwellings (SHLAA assessment)	
Site description: The site is located on the north side of Burton Latimer and to the south of the A6. To the west the boundary is defined by Kettering Rd, but excludes the curtilage of Burton Latimer Hall, whilst the site is defined to the east by residential development, Rectory Plantation and agricultural land.	



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Criteria	Comments
Proximity to services	Burton Latimer has its own local centre with doctors, post office and library. There are two primary schools to the south of the site, the closest of which is under a mile away. Wicksteed Park is within close proximity. The site is bordered by employment sites on both sides.
Proximity to a trunk/principal road junction	The site is located adjacent to the A6 and very close to the A14

Connectivity to the existing urban area	Yellow	Integration capacity grade C. The site is close to the A14 and Burton Latimer Hall. Has previously been identified as important open space, creating a buffer between Kettering and Burton Latimer. If designed well, and sufficient planting is included, the impact on the listed building could be lessened. Close to town centre and there are existing footpaths to the south to connect to. Burton Latimer Hall provides an example of street enclosure and frontage, but it would be hard to create a connected grid to surrounding, existing cul-de-sacs.
Access infrastructure	Green	Potentially accesses are feasible subject to further investigation off Kettering Road/ Altendiez Way roundabout, Kettering Road and A6.
Capacity of the highway network	Yellow	A14 Junction 9/10 is a known capacity constraint. Isham Bypass is also identified as a scheme needed on A509. Known capacity constraints, but schemes are identified. Needs to be master planned in conjunction with Kettering East and site 2 above including careful consideration of permeability/linkages between sites, particularly over the A14, to improve sustainability.
Utilities	Yellow	Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development	Green	No known impact.
Impact on existing sports and recreation facilities, including allotment land	Green	Development would not result in the loss of open space, sport or recreational facilities.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.	Yellow	Site is adjacent to the A6 and close to the A14 - impact of noise would need mitigating.
Impact of the development on neighbouring land uses	Green	Adjacent development is primarily residential - development would therefore be compatible.
Impact on biodiversity	Yellow	Area of medium sensitivity. No designated sites although there are features such as hedgerows and plantations which may have ecological value
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Yellow	Impact on protected species unknown.
Impact on visual landscape	Yellow	Area of medium landscape sensitivity.
Impact on heritage	Red	Area of high heritage sensitivity. English Heritage is concerned about the possible impact on the setting of the listed buildings at Burton Latimer Hall – the development would need to be set back from the park, with an appropriate landscape buffer that would provide mitigation and help to protect the setting of the Hall and its park. The site would also affect the setting of the Conservation Area even though it falls outside. Whilst the site has been partially quarried an assessment of the archaeological significance of the site will need to be undertaken.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens	Red	Development would create further coalescence between Burton Latimer and Barton Seagrave/Kettering Proposals at the southern end in particular would need to be of a particularly high quality to respect the character of the surrounding area.
Impact on the existing form of the settlement	Red	Development would create further coalescence between Burton Latimer and Barton Seagrave/Kettering Proposals at the southern end in particular would need to be of a particularly high quality to respect the character of the surrounding area.
Flood risk	Green	The site is within flood zone 1
Impact on the use of previously	Red	Wholly greenfield site

developed land		
Impact on the quality of agricultural land		Development would result in the loss of the best and most versatile agricultural land (mainly grade 2)
Impact on the stock of minerals		Not located on land allocated for mineral extraction.
Availability		No known interest in developing the majority of the site. Interest in developing the northern part for an alternative use. (SHLAA – ‘no information but thought likely to be in private/and or multiple ownership’).
Deliverability - likelihood of site coming forward for development		SHLAA score of 3 - good marketability/viability.
SHLAA category		SHLAA category 3 - Site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Other highway considerations		The promoters of site 2 (A14 junction 10, Burton Latimer) are proposing a link from Jct 10a (proposed as part of Kettering East) to the A6 through the development, which would impact on the development of this site. Master planning of the two sites together with Kettering East is necessary to gain a solution to the significant infrastructure requirements.
Development may result in the requirement for a new primary school in Burton Latimer.		Potential impact on viability and capacity
Public right of way crosses the site		Should be retained and appropriate links into the route should be provided as part of any development scheme
Summary of Assessment:		
Key positive factors		Key negative factors
Could create a new green infrastructure corridor link to the north of Burton Latimer.		Due to quality of landscape in this location site is sensitive to new development.
Good access to a range of services		Scale of site conflicts with CSS
Extensive new access infrastructure not required		Area of high heritage sensitivity. Sites surrounds Grade 1 listed Latimer Hall and is close to the Burton Latimer conservation area.
		Increase coalescence with Kettering (Barton Seagrave)
		No know interest in developing the majority of the site

Local authority: Kettering and Wellingborough

Site 6: Burton Latimer Site 14, South West Burton Latimer

Other references: SHLAA 670, KBC - BL053

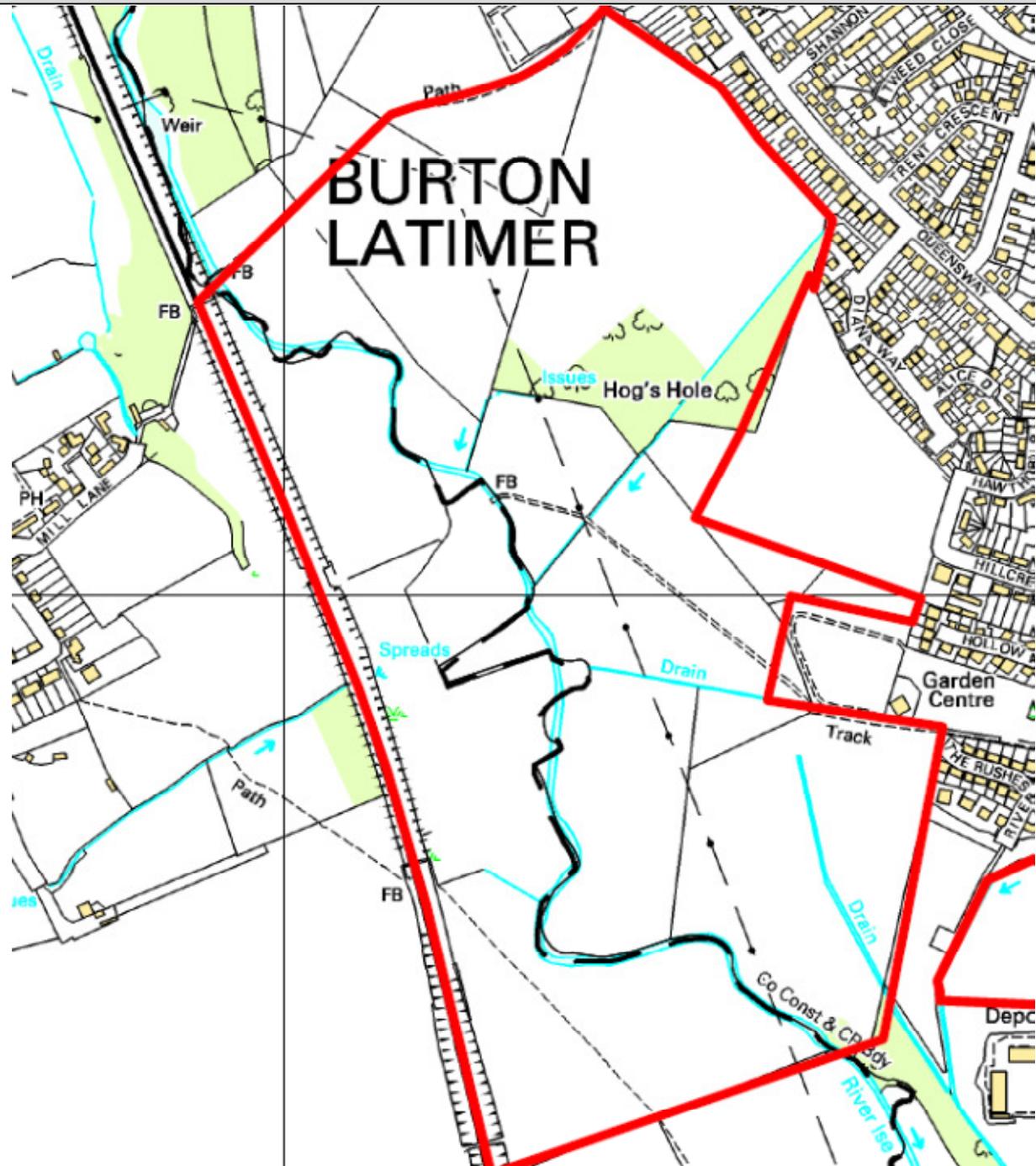
Site Assessment: Housing

Site Area: ~ 43.5 ha

Settlement hierarchy: Market Town

Proposed development: Potential for ~ 1300 dwellings (SHLAA assessment)

Site description: The site is located on agricultural land on the west side of Burton Latimer. The northern boundary is defined by a public right of way which links Burton Latimer to Isham. The land is contained by the railway line to the west and essentially by residential development to the east. The southern boundary abuts agricultural land. The land between the railway and River Ise is within the Borough of Wellingborough whilst the remainder of the site is within the Borough of Kettering.

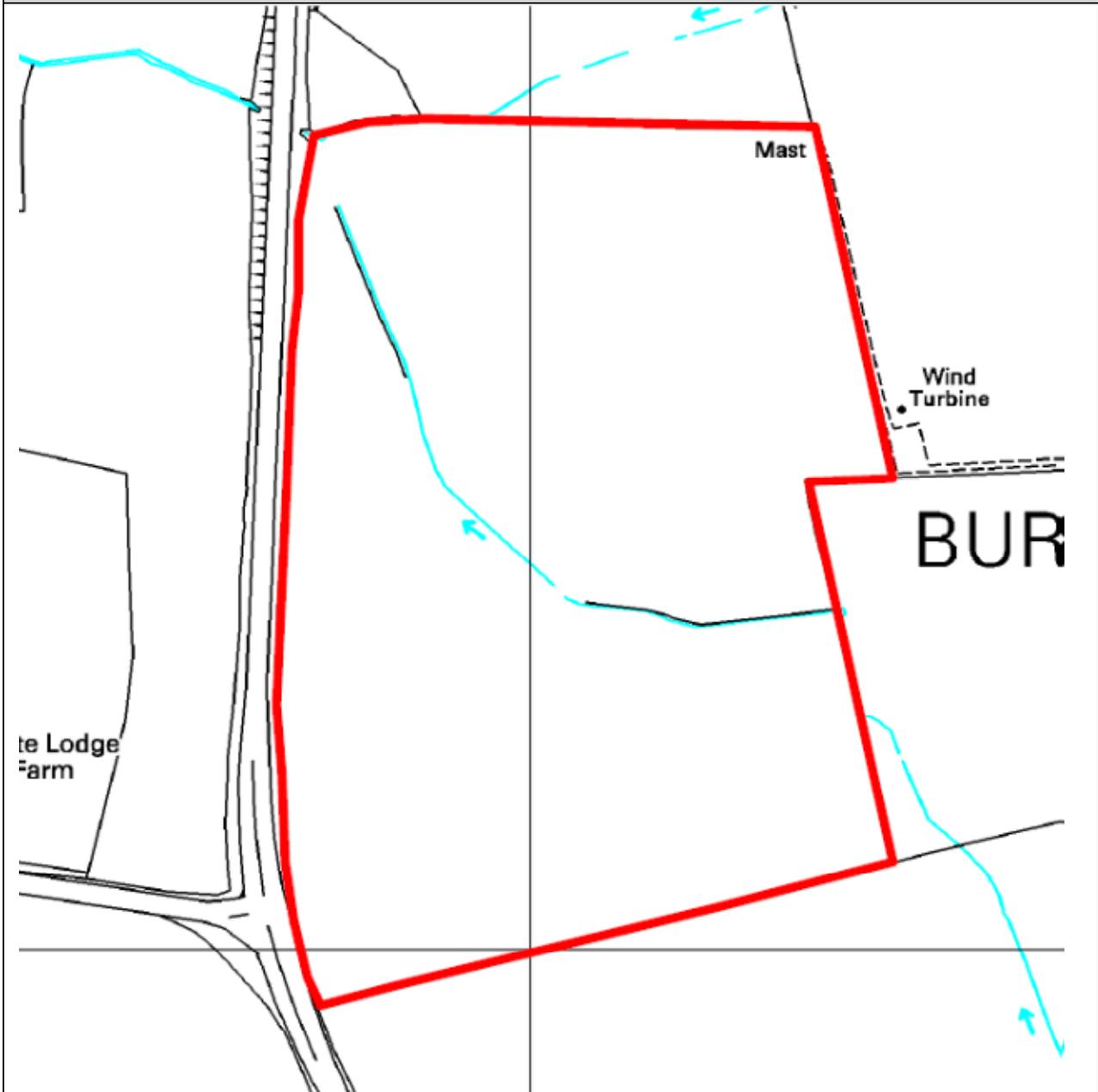


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Criteria		Comments
Proximity to services		Burton Latimer has its own local centre with doctors, post office and library. There are two primary schools within walking distance of the site. Latimer Park employment area is located within a reasonable distance and there are further employment sites on a bus route.
Proximity to a trunk/principal road junction		Distance to A6 is approximately 2km (assuming an access could be achieved off Queensway).
Connectivity to the existing urban area		This site is within a sector assessed as Grade D, so its integration is currently low. There are no radials to connect to, and only one red route (Queensway).
Access infrastructure		Any access from the west would require infrastructure to cross the railway. This would also result in more traffic through Isham, which is highly undesirable. The only other access points that appear achievable are off Queensway and Riverview Road (Finedon Road roundabout) but Queensway is through a residential area and access onto Station Road would be constrained to Glebe Road as Bridle Road is one way (south). Access from the north (Station Road) may be on the flood plain. Further investigation is required.
Capacity of the highway network		A14 Junction 9/10 is a known capacity constraint. The Isham Bypass is also identified as a scheme needed on the A509. Known capacity constraints, but schemes are identified. Would also have a very localised impact through an existing residential area if access was off Queensway, Bridle Road is one-way and this would therefore have a capacity impact - trips going north would have to use Glebe Road. Needs further investigation.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		No known impact.
Impact on existing sports and recreation facilities, including allotment land		Development would not result in the loss of open space, sport or recreational facilities.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to the railway and mitigation measures are therefore likely to be necessary
Impact of the development on neighbouring land uses		Development to the north east would be compatible with surrounding development. To the west, however, the River Ise and topography would preclude development
Impact on biodiversity		Area of medium sensitivity. The site is located within the Nene Valley Nature Improvement Area and is located adjacent to the River Ise. There are also 2 Local Wildlife Sites (Burton Latimer Meadows and Hog's Hole), which cover a significant part of the site, and water bodies which are likely to be of ecological value. Impact on protected species unknown.
Impact on visual landscape		Area of high landscape sensitivity. Development of the site would detract from the potential Green Infrastructure corridor along the River Ise.
Impact on heritage		Area of low sensitivity. No impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		An assessment of the archaeological significance of the site is, however, likely to be required.
Impact on the existing form of the		Would result in coalescence between Isham and Burton

settlement		Latimer. A smaller scheme off Queensway would have only limited coalescence issues.
Flood risk		A significant part of the site, adjacent to the River Ise, is within flood zone 3.
Impact on the use of previously developed land		Greenfield site.
Impact on the quality of agricultural land		The site includes grade 2 and 3 land.
Impact on the stock of minerals		Site does not include land allocated for mineral extraction.
Availability		No known interest in developing the site.
Deliverability - likelihood of site coming forward for development		SHLAA score of 3 - good marketability
SHLAA category		SHLAA category 3 - Site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Development may result in the requirement for a new primary school in Burton Latimer.		Potential impact on viability and capacity
Public rights of way cross the site		Should be retained and appropriate links into the route should be provided as part of any development scheme
Within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Summary of Assessment:		
Key positive impacts		Key negative impacts
Good proximity to services		Area of high landscape sensitivity and development would result in coalescence with Isham
		A significant part of the site is within flood zone 3
		Highway capacity- would require improvements to J9 and 10 of A14 and Isham Bypass
		No known interest in developing the site

Local authority: Kettering	
Site 83: Land East of Higham Road, Burton Latimer	
Other references: SELA - K13	
Site Assessment: Employment	
Site Area: ~8ha	Settlement hierarchy: Smaller Town
Proposed development: Proposed offices, small industrial units and sports pitches.	
Site description: The site consists of agricultural land on the eastern fringe of Burton Latimer and located to the east of the A6. The land is bounded to the north and south by agricultural land and to the east by the Burton Wold Wind Farm.	

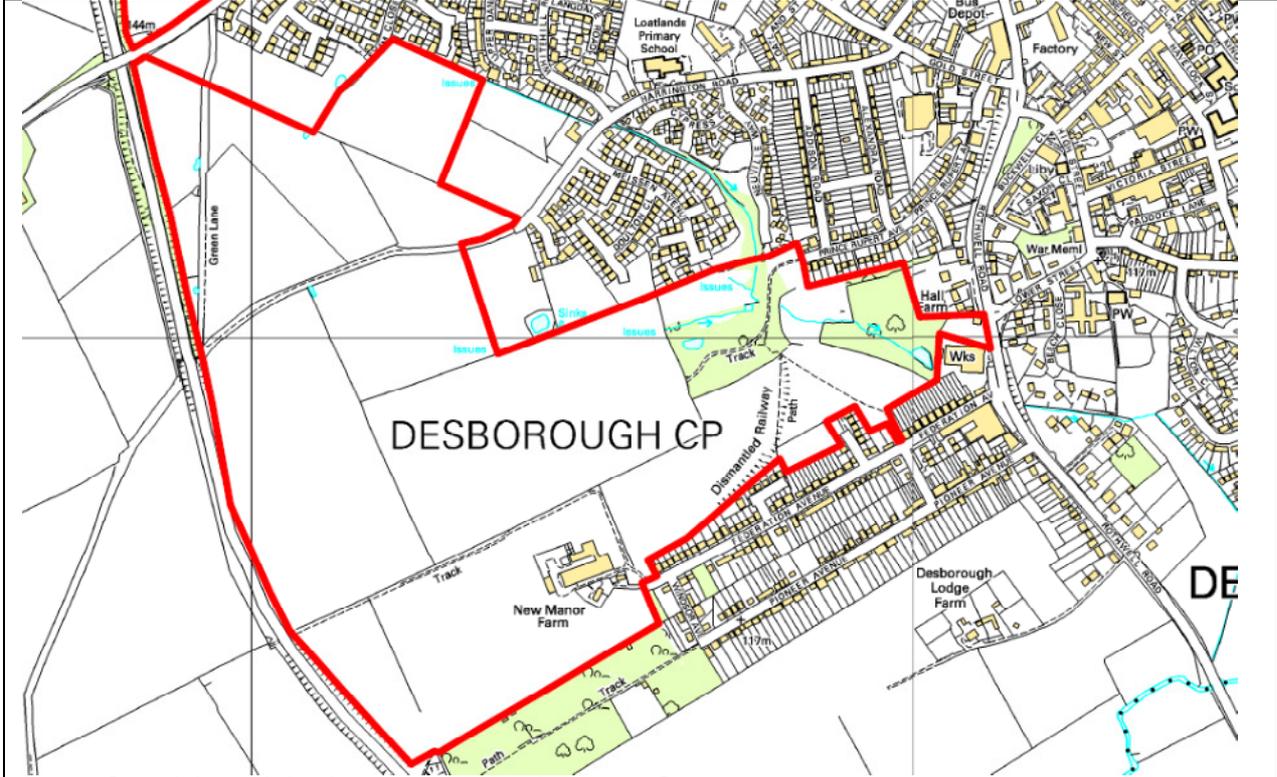


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Criteria		Comments
Proximity to services		Area is potentially served by route 50 (Bedford to Kettering) on a half-hourly basis. Shops on High Street are less than a mile walk away.
Proximity to a trunk/principal road		Located directly on to the principal road network (A6)

junction		
Connectivity to the existing urban area		Not assessed as part of the urban structures study but the A6 is a major barrier
Access Infrastructure		Potential access off the A6 at the junction with Higham Road would require significant enhancements due to existing speeding issues along this bypass. Dependant on employment type an additional access may be necessary. Further investigation required.
Capacity of the highway network		There is broadly capacity to accommodate this site - however A14 junction 10 is a constraint.
Utilities		It is envisaged that service infrastructure would be required.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No impact – proposals include provision for addition provision
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to the A6 – mitigation measures are likely to be necessary.
Impact of the development on neighbouring land uses		Compatible subject to appropriate mitigation
Impact on biodiversity		Area not assessed as part of the Environmental Sensitivity Consolidation background report. No designated sites affected, however, although there are features such as hedgerows and a stream on-site. Impact on protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area not assessed as part of the Environmental Sensitivity Consolidation background report - on its own the site would, however, form isolated development away from the existing urban edge of Burton Latimer
Impact on heritage		Area not assessed as part of the Environmental Sensitivity Consolidation background report. No listed buildings etc, although an assessment of the archaeological significance of the site will need to be undertaken.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Would be separated from Burton Latimer by the A6 and visually detached from the town.
Flood risk		The site is outside a designated flood zone
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Grade 3 land – unclear whether this is 3a or 3b
Impact on the stock of minerals		Site does not include land allocated for mineral extraction.
Availability		Site is within the ownership of the promoter but availability is unclear
Deliverability - Likelihood of site coming forward for development		SELA score of 2 - the site is moderately suitable for employment, although it was not included in the list of sites recommended by the consultants for further investigation.
Total quality		Site assessed as one of low quality in the SELA
Summary of Assessment:		
Key positive impacts	Key negative impacts	
Extensive access infrastructure not required	Poor connectivity	
Proximity to services	Detached from the urban area of Burton Latimer	
Access to the principal road network	Uncertain availability	
Includes provision for additional sports facilities	Assessed as a low quality site in the SELA	

Local authority: Kettering	
Site 33: Desborough West	
Other references: SHLAA – 1024, KBC - DE/077, Emerging draft JCS (2012) rep no 120.	
Site Assessment: Housing	
Site Area: ~ 65ha	Settlement hierarchy: Smaller Town
Proposed development: Potential for 700 dwellings (SHLAA estimate). The site was considered in the preparation of the Rothwell and Desborough Sustainable Urban Extension Area Action Plan but was not identified as a preferred location.	
Site description: The site, which consists of agricultural land, is located on the western side of Desborough and extends up to the A6. Along the east/north-east and southern boundaries the site essentially abuts the existing built-up area of Desborough.	

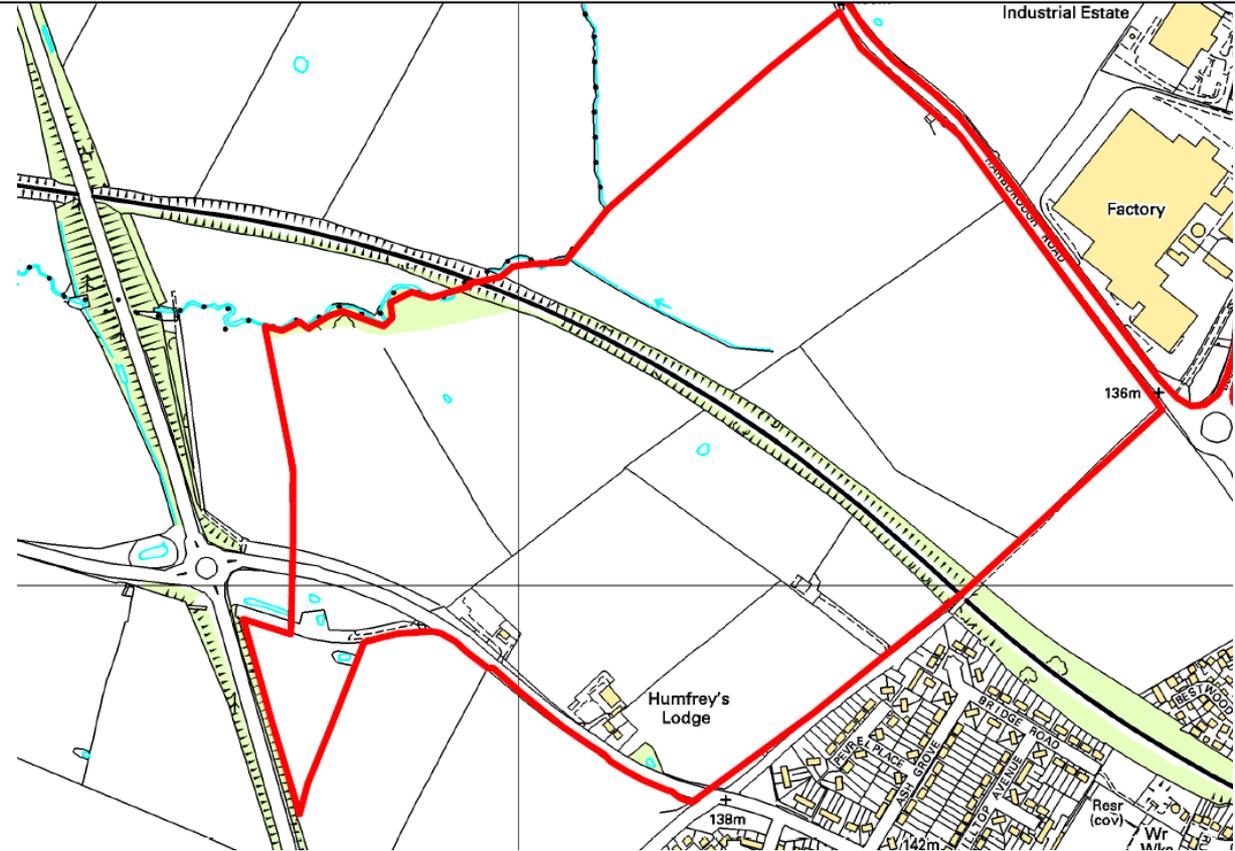


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Criteria	Comments
Proximity to services	Schools and shops within walking distance. There are no employment sites within walking distance and the site isn't on a regular bus route to one.
Proximity to a trunk/principal road junction	Assuming that access could be achieved off Harrington Road or Arthingworth Road, the A6 would be less than 2km away. A14 is approximately 4km away.
Connectivity to the existing urban area	Integration capacity assessed as grade C. TPO (woodland) and pocket park form a barrier (Pioneer Avenue). There appears, however, to be potential to improve linkages within this area.
Access Infrastructure	Access possible off Harrington Road and Arthingworth Road but the end of Harrington Road and Green Lane now form untrafficked walking and riding routes with access to and over the A6, and should be retained, It would be undesirable for a vehicular access to be formed off the A6.
Capacity of the highway network	Capacity is constrained through the town as might be expected. Capacity enhancements required

		(discussions ongoing) - achievable with funding. Impacts on capacity will be between Desborough and Rothwell and access points onto the A6 (B576 etc)
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		Site includes Desborough Pocket Park, which should be retained and, where possible, enhanced
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to the A6 – mitigation measures are likely to be necessary.
Impact of the development on neighbouring land uses		Residential development would be compatible
Impact on biodiversity		Area of medium sensitivity. This site includes Desborough Pond and Stream Local Wildlife Site. Development would need to be planned to avoid this area and to maintain and enhance its biodiversity through incorporation into the site level green infrastructure network. Within the site there are also water bodies and hedgerows which may be of ecological value.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown.
Impact on visual landscape		Area of medium sensitivity.
Impact on heritage		Area of low sensitivity. No impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Some ridge and furrow earthworks – further investigation required.
Impact on the existing form of the settlement		Essentially neutral impact
Flood risk		Flood zone 1
Impact on the use of previously developed land		Greenfield site.
Impact on the quality of agricultural land		Grade 3 agricultural land – unclear whether this is 3a or 3b.
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Held by a developer/willing owner
Deliverability - likelihood of site coming forward for development		SHLAA score of 4 - very good marketability and/or viability.
SHLAA category		SHLAA category 3 – the site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Development may result in a requirement for a new primary school in Desborough		This could have an impact on the viability of the site.
Summary of Assessment:		
Key positive factors	Key negative factors	
Good access to a range of services	Capacity of highway network would need to be improved	
Held by a developer/willing land owner	Connectivity of site to rest of town would necessitate improvements	
Very good marketability		

Local authority: Kettering	
Site 34: Land at Humfrey's Lodge, Desborough	
Other references: SHLAA – 2187, KBC - DE/140	
Site Assessment: Housing	
Site Area: ~57.5ha	Settlement hierarchy: Market Town
Proposed development: Potential for ~ 2050 dwellings (SHLAA assessment)	
Site description: The site is located on agricultural land to the north-west of Desborough. The area is bounded by agricultural land to the north-west; by Harborough Rd to the north-east; by a public right of way to the south- east; and by agricultural land, Braybrooke Rd and the A6 to the west and south-west. The site is bisected by the railway line.	

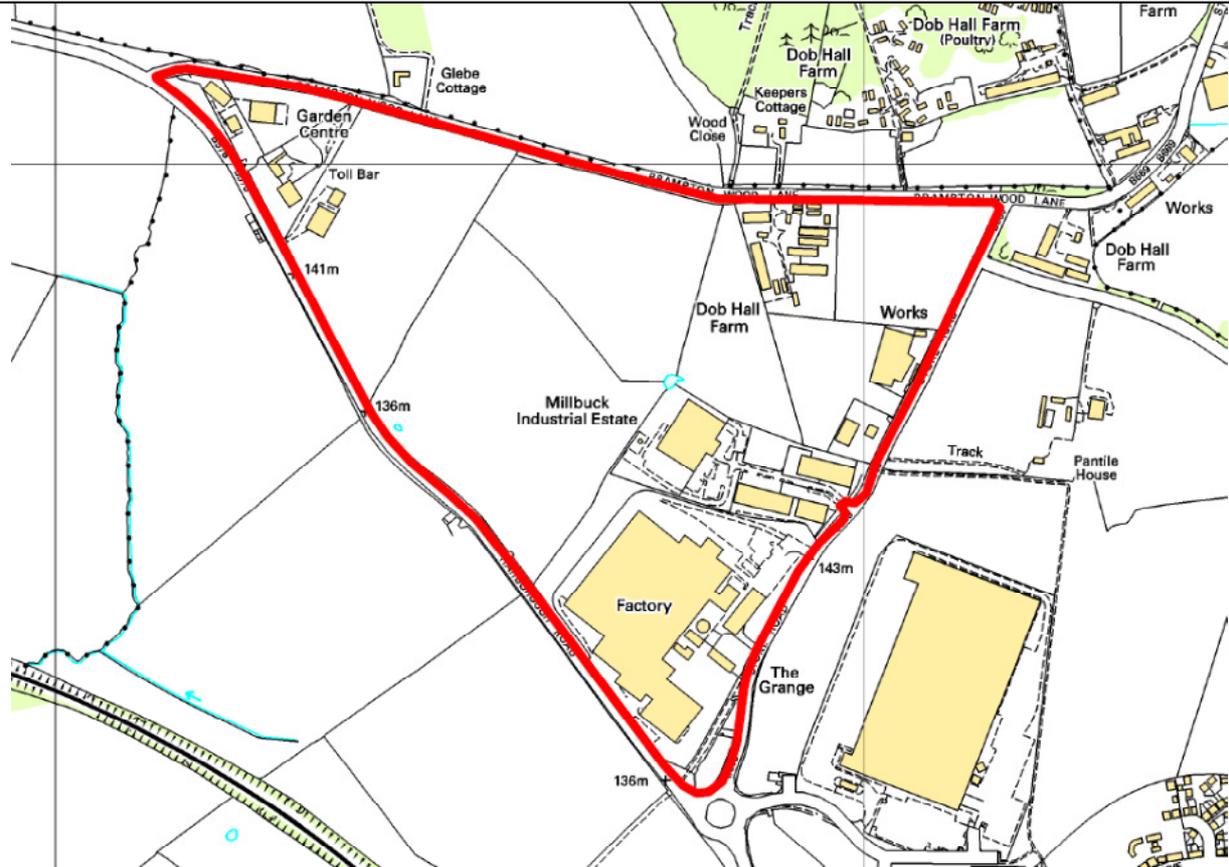


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Criteria	Comments
Proximity to services	Desborough has its own local centre with doctors, post office and library. There is also a primary school within walking distance. Having regard to the scale of development, some on-site service provision should be possible.
Proximity to a trunk/principal road junction	The site is bisected and severed by the railway line. The west side is very close to the principal road (A6) junction with Braybrooke Rd, whilst the east side is around 1.6km from the A6..
Connectivity to the existing urban area	Integration capacity grade C. The railway line, A6, Braybrooke Road and Harborough Rd form barriers. Some connectivity issues with the existing built form The street layout in the town centre (Gold Street/High Street/old A6) needs to be altered to improve west-east pedestrian movement.
Access infrastructure	The site straddles the railway line making connectivity east/west challenging. There is only one crossing point,

		which is a single track which would need significant upgrading. Two potential accesses are achievable off Harborough Road/ B669 roundabout and Braybrooke Road/A6. Challenging to serve by public transport.
Capacity of the highway network		Transport modelling indicates that the A6 would require capacity improvements. Along this section of the A14 (junction 3) there are capacity constraints.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Adjacent to the A6 and railway line. It should be possible to mitigate the impact of these sources of noise.
Impact of the development on neighbouring land uses		Compatible, subject to mitigation measures.
Impact on biodiversity		Area of low sensitivity. Whilst there are no designated sites there are hedgerows and water bodies.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown.
Impact on visual landscape		Area of low sensitivity.
Impact on heritage		Area of low sensitivity. No impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Ridge and furrow earthworks - an assessment of the archaeological significance of the site will need to be undertaken.
Impact on the existing form of the settlement		Potential for urban sprawl - reduction in site area may be necessary in order to mitigate the impact
Flood risk		The site is outside a designated flood zone
Impact on the use of previously developed land		Greenfield site.
Impact on the quality of agricultural land		Grade 3 agricultural land – uncertain whether this is 3a or 3b
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Promoted through Kettering Local Plan Review. The area is in multiple-ownership with only parts of the site promoted by owners.
Deliverability - likelihood of site coming forward for development		SHLAA score of 1 - poor marketability/viability.
SHLAA score		SHLAA Category 3 - Site has more significant constraints. For the site to be considered appropriate for development or allocation it must, in part, be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Development would be likely to result in a requirement for a new primary school		This could affect viability.
Summary of Assessment:		
Key positive factors	Key negative factors	
Area of low sensitivity	Poor access infrastructure	
	Site in multiple ownership and only part of it has been promoted	
	Poor marketability/viability.	

Local authority: Kettering	
Site 84: Stoke Rd (north-east of Harborough Rd), Desborough	
Other references: KBC - DE/141(assessed the site for housing only)	
Site Assessment: Employment	
Site Area: ~15ha	Settlement hierarchy: Market Town
Proposed development: Extension to existing employment area	
Site description: The site is situated to the north of Desborough. It is essentially triangular in shape located between Harborough Rd (B576) to the west and Stoke Rd to the east. To the north the boundary is defined by Brampton Wood Lane. Part of the site is currently used for employment purposes with the remainder consisting largely of agricultural land.	

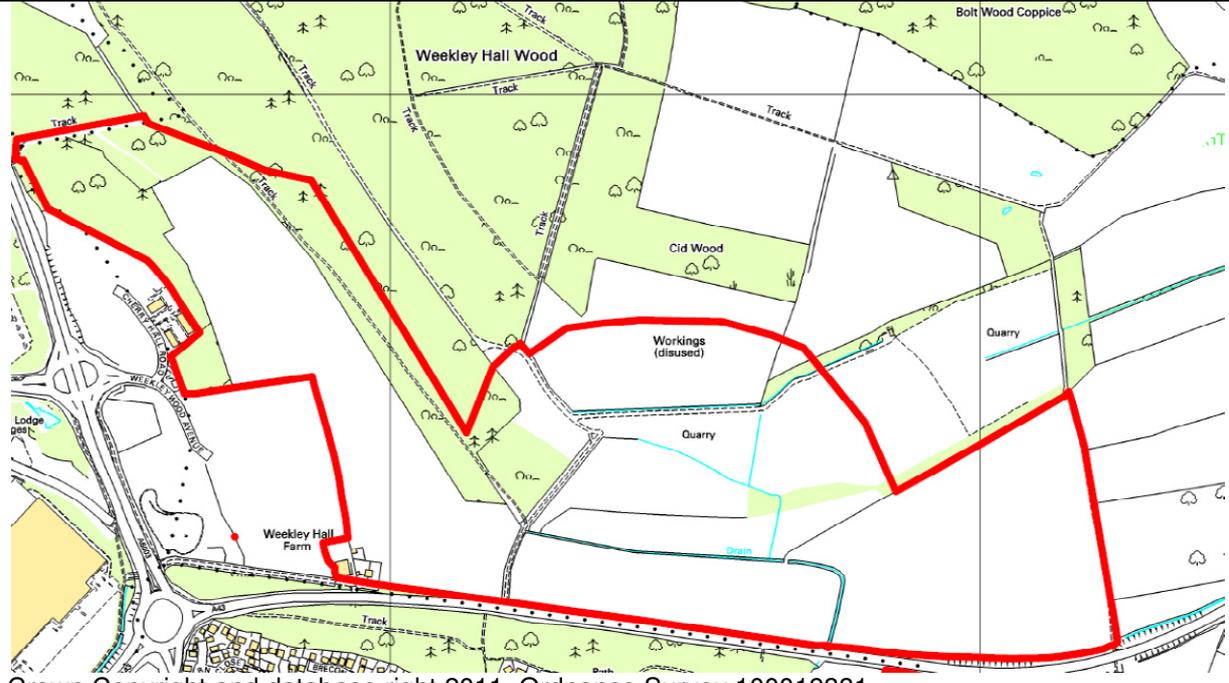


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Criteria		Comments
Accessibility to services	Yellow	Shops are within one mile. Site is served by a Saturday only service.
Proximity to a trunk/principal road junction	Yellow	Located in close proximity to A6.
Connectivity to the existing urban area	Red	The site is within a sector assessed as Grade D.
Access infrastructure	Green	Discussions are ongoing on this site. Access possible off B576 and Brampton Wood Lane. Brampton Wood lane and the junction with the B576 has a poor accident history which would need to be taken into account.
Capacity of the highway network	Yellow	Diamond modelling indicates that the A6 currently has a link stress under 80% along this section. Taking into account the size of the development, capacity improvements would be required. Along this section of the A14 junction 3 link stress is between 80-100% and therefore there are capacity constraints.
Utilities	Yellow	It is likely that full services would need to be provided to

		the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site positioned between B576 and B669 but would not be significantly affected by existing noise or odour
Impact of the development on neighbouring land uses		Site would be compatible with neighbouring economic development
Impact on biodiversity		Not assessed as part of the RNRP study. No designated sites of wildlife importance although there are hedgerows which may be of ecological value.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown
Impact on visual landscape		Not assessed as part of the RNRP study
Impact on heritage		Not assessed as part of the RNRP study. No impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		To the north and west development would be more visually prominent and less well related to the existing town.
Flood risk		Located within flood zone 1
Impact on the use of previously developed land		Largely greenfield, although part of the site is in commercial use
Impact on the quality of agricultural land		Grade 3 land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Site not assessed as part of the SELA but has been promoted for housing as part of the Kettering Local Plan Review process.
Deliverability - likelihood of site coming forward for development		Site not assessed as part of the SELA
Other considerations		
Public right of way crosses the site		Retain and provide links to enhance connectivity
Summary of Assessment:		
Key positive impacts		Key negative impacts
Access infrastructure available		Availability uncertain
Existing commercial development on part of the site		Information relating to a number of the sustainability criteria is not available at present

Local authority: Kettering
Site 42: Kettering North (Weekley Wood development area)
Other references: SELA K9; CSS Issues, KES – KN3, Emerging draft JCS (2012) rep no 111.
Site Assessment: Employment
Site Area: ~75 ha of which ~ 40ha would be developed | **Settlement hierarchy:** Growth Town
Proposed development: Employment and Leisure (B1, B2 small scale B8, 3 ha leisure)
Site description: The site is located on the north side of Kettering and the A43 and to the east of the Kettering Business Park (adjacent to the A6003 Kettering to Corby road). To the north the site adjoins Weekley Hall Wood whilst agricultural land adjoins the eastern site boundary. The promoter is seeking to extend the existing business park and related service uses and to provide additional woodland planting.



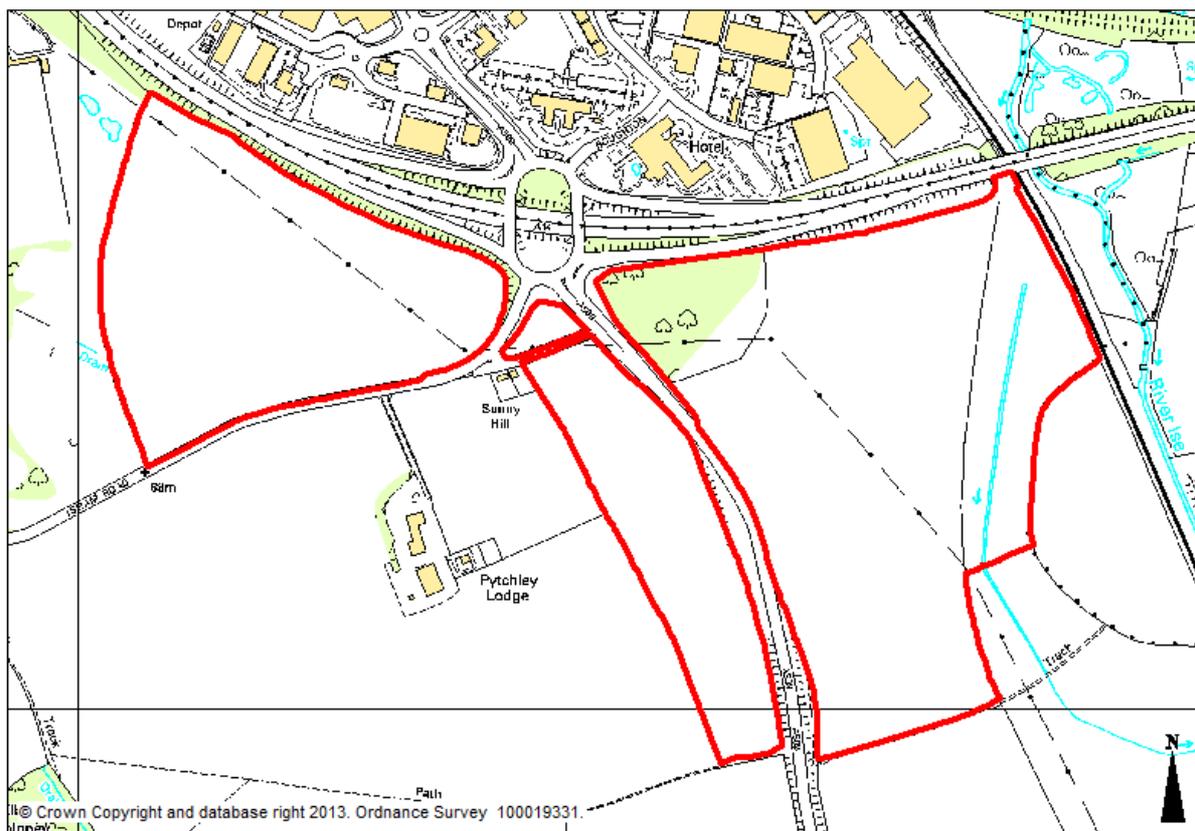
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Criteria	Comments
Proximity to services	Local convenience shopping is located within a walkable distance (Brambleside), although this is via an uncontrolled crossing on the A43 and on a relatively isolated footpath. Proposals are also being formulated for a convenience store on the adjoining North Kettering Business Park. The X4 bus service provides a better than half hourly service, although this would need to be diverted to serve the site effectively.
Proximity to a trunk/principal road junction	Located directly onto the principal road network (A6003/A43)
Connectivity to the existing urban area	Integration capacity assessed as grade E. The A43 is a high speed route (60mph) with high traffic flows which is difficult to cross. Whilst the Corby Link Road will bring capacity benefits to the A43 to the south of the site, Kettering East and the Weekley/Warkton Bypass may increase flows along this section of road. To the south of the A43 there is an area of woodland which further isolates the site from the urban area of Kettering. Whilst there are existing public footpath links into the residential area beyond, these routes are not lit or overlooked.
Access infrastructure	Access could possibly be achieved off the A6003, which would be deliverable. The site is however long and thin and would therefore benefit from another access point.

		Further investigation required. The site is crossed by public bridleways.
Capacity of the highway network		Proposals will have a direct impact on the trunk and principal road network and enhancements are likely to be required. Whilst the Corby Link Road will bring capacity benefits to the existing A43 to the south of the site, Kettering East and the Weekley/Warkton Bypass may result in an increase of flows along this section of road. The site will contribute cumulatively to the need for capacity enhancements in the town centre.
Utilities		The site can be appropriately served by utilities, including water, gas and electricity at a cost. Extending the existing infrastructure associated with Kettering Business Park will assist to keep costs and viability reasonable.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site adjacent to A6003 and A43 but it should be possible to mitigate the impact of noise from these sources. In addition, the site is, in part, located within the 300m minerals consultation buffer of land with permission for ironstone extraction and the 300m waste consultation buffer of a waste disposal site (Long Drowpits).
Impact of the development on neighbouring land uses		Employment development would be consistent with that already permitted development at the North Kettering Business Park. However development would impact on neighbouring historic assets and wildlife sites.
Impact on biodiversity		Area of medium sensitivity with high sensitivity associated with the designated site of Weekley Hall Wood & Quarry which should be maintained and enhanced. The promoter has indicated that 15ha of new woodland would be planted.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown
Impact on visual landscape		Area of high landscape sensitivity. The need to conserve the setting of Warkton village and the parkland around Boughton House are important considerations which may impact on the extent of the development. In addition, the woodland areas are an important landscape feature which should be reinforced to prevent coalescence and enhance the strategic green infrastructure.
Impact on heritage		Area of generally low sensitivity which adjoins areas of high sensitivity. Extensive reinstated mineral workings around Weekley Hall Wood have reduced the potential cultural heritage value of much of the site. Weekley Hall Wood, however, is a surviving area of historic woodland which should be conserved. Whilst there are no listed buildings etc on the site, the eastern area is close to Weekley village (conservation area, listed buildings) and Boughton Park. Development will need to take account of the setting of these important assets.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Site is detached from the existing built form by the A43 but could provide a logical extension to the North Kettering Business Park. See above regarding potential impact on the setting of Weekley

Flood risk		The site is outside a designated flood zone
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Much of the land has been quarried in the past and is largely grade 4.
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Held by a developer/willing land owner. The site is being promoted through the JCS review.
Deliverability - Likelihood of site coming forward for development		Score of 2 in the SELA - as an extension to Kettering Business Park and taking advantage of the good communications and woodland / rural setting there is the potential to attract demand from a wide variety of employment and leisure uses. The SELA identified the site for further evaluation.
Total quality		Site assessed as being of fair quality in the SELA
Other considerations		
Within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
SELA indicates that part of the site was formerly used as an inert waste site		Impact on viability
Public right of way crosses the site		Retain and provide links to enhance connectivity
Summary of Assessment:		
Key positive factors		Key negative factors
Good access to the trunk/principal road network, subject to detailed assessment.		Area of high landscape sensitivity which may impact on the extent of the developable area.
Held by a developer/willing land owner		Poor connectivity to the existing urban area- A43 is a significant barrier
Potential to take advantage of existing Kettering Business Park and woodland/rural setting has potential to attract demand from a variety of users		
Significant woodland planting would be provided as part of the scheme		
Largely poor quality agricultural land		

Local authority: Kettering	
Site 43: Land at Kettering South	
Other references: SELA K1, Emerging draft JCS (2012) rep no 30.	
Site Assessment: Proposed employment uses	
Site Area: ~110 Ha	Settlement hierarchy: Growth Town
Proposed development: B1/B2/B8 development together with roadside services and possible trade counter uses.	
Site description: The site is located on agricultural land to the south of Kettering at the junction of the A14 and A509. It encompasses land to the west and east of the A509 and to the north and south of Pytchley Rd. The land adjoins the A14 to the north whilst the eastern boundary is defined by the railway line adjacent to the River Ise. There is a watercourse along the southern boundary whilst Pytchley Golf Course and agricultural land adjoin the site to the west.	

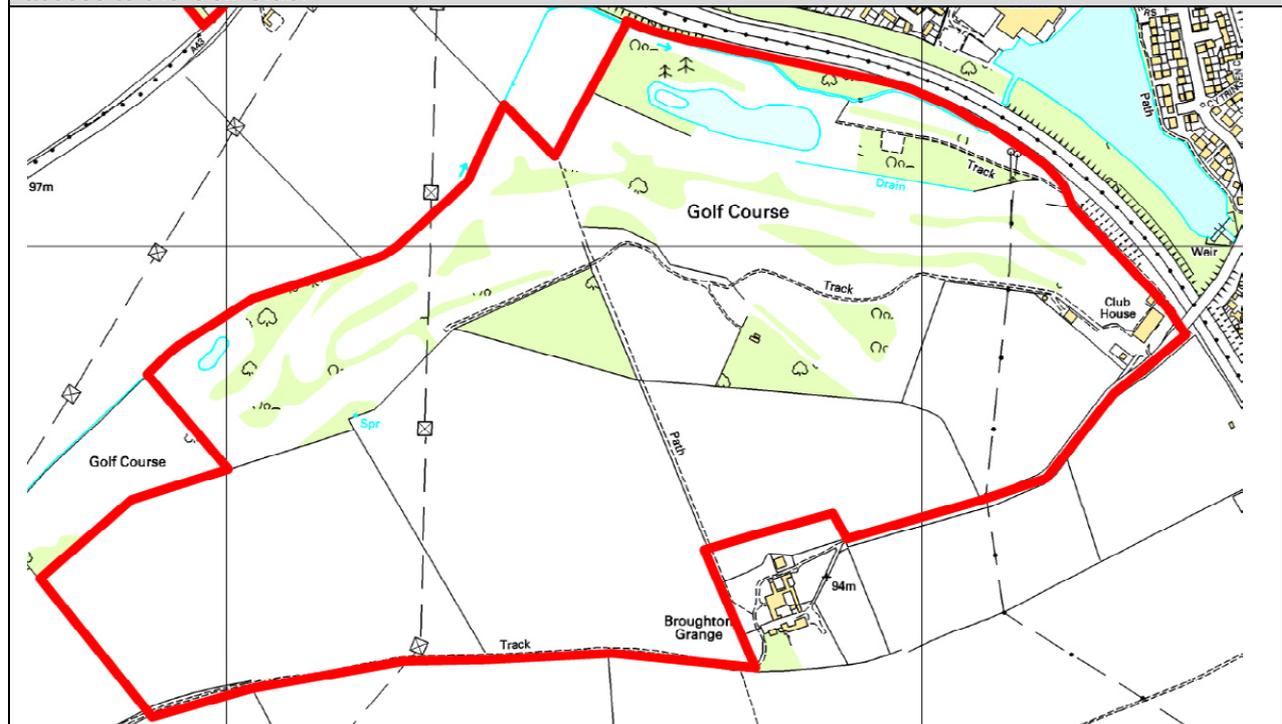


Criteria		Comments
Proximity to services	Yellow	Served by the X4 bus service on a better than half hourly basis. The nearest convenience shopping facility is the Tesco store on Carina Rd to the north of the A14 - not currently walkable as there is no footway provision.
Proximity to a trunk/principal road junction	Green	Located directly on the trunk road network (A14 (J9) and A509).
Connectivity to the existing urban area	Red	Integration capacity assessed as grade E. The A14 creates a significant barrier. Development around the retail park/Kettering Park Hotel does not provide a connected grid which this development could link to.
Access infrastructure	Yellow	Site is crossed by a number of roads. Access is potentially deliverable off the A14/A509. Site access would need to take account of the alignment of the proposed Isham Bypass.
Capacity of the highway network	Yellow	A14 very constrained - impact of the development will

		depend on the scale and intensity of employment. Reliant on the Isham bypass. Widening of the A14 between Junctions 7 to 9 will bring additional capacity but development impacts may require additional works As with site 49(North Kettering B), the site will contribute cumulatively to the capacity enhancements needed in the town centre.
Utilities		Extensive service infrastructure would be required
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is located adjacent to the A14, A509 and the midland mainline railway line.
Impact of the development on neighbouring land uses		The site is compatible with neighbouring land uses subject to appropriate mitigation measures.
Impact on biodiversity		Area of medium sensitivity with areas of high sensitivity associated with the River Ise and other water courses. The eastern part of the site is within the Nene Valley Nature Improvement Area. Impact on protected species unknown, although it is known that there is potential for badgers, bats, otters, water voles, amphibians and breeding birds. Development should provide a substantial buffer to the watercourse at the southern boundary and create new habitat links between the brook, Mill Beds and Elbow Spinney.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of medium sensitivity. Streams, hedgerows and the dispersed character of rural villages are important landscape features within the area.
Impact on heritage		Area of medium sensitivity. No listed buildings etc on site although assessment of the archaeological value of the site and impact on the conservation areas in Pytchley and Isham required.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		The site is detached from Kettering by the A14 but is adjacent to Burton Latimer. Potential for coalescence with Isham and Pytchley - proposals would need to preserve and enhance the setting of these villages. Given the sites prominent location (A14/A509 junction) high quality development would be required.
Flood risk		The majority of the site is in flood zone 1. There is, however, an area adjacent to the River Ise within flood zones 2 and 3 which would affect the amount of developable land.
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Site includes grade 2 and 3 agricultural land
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Site is being actively promoted.
Deliverability - Likelihood of site coming forward for development		SELA score of 3 - The costs of providing services and resolving highway issues are unknown but could be quite high. Viability will be affected by the amount of higher value commercial uses in the masterplan.
Total quality		High quality site with potential as a regionally important location
Other considerations		
Part of the site is within a Minerals		Proposals would need to be accompanied by a mineral

Safeguarding Area		resource assessment in order to determine the viability of prior extraction
Public rights of way		Retain and provide links to enhance connectivity
Summary of Assessment:		
Key positive factors		Key negative factors
High quality site which should be examined as a regionally important location, particularly for B8		Poor access to local services - A14 is a significant barrier
Adjacent to A14		Capacity of the highway network
The site is being actively promoted		Potential for visual coalescence with Isham and Pytchley
		Loss of best and most versatile agricultural land

Local authority: Kettering	
Site 50: Kettering West Sustainable Urban Extension	
Other references: SHLAA – 2206, SELA – K4, KBC – KE/016	
Site Assessment: Housing/Employment	
Site Area: ~ 110ha	Settlement hierarchy: Growth Town
Proposed development: The site has capacity for ~ 2750 dwellings (SHLAA estimate), although this would reduce according to the amount of employment land that was to be provided.	
Site description: The site, which includes Kettering Golf Club and adjoining agricultural land, is located to the west of Kettering and the A14 and a little to the south of the junction of the A14 and A43. The site abuts a stream to the north with agricultural land beyond. To the west and south it adjoins agricultural land. Along the southern boundary there is also a single track road which crosses the A14 and provides access to the Golf Club.	



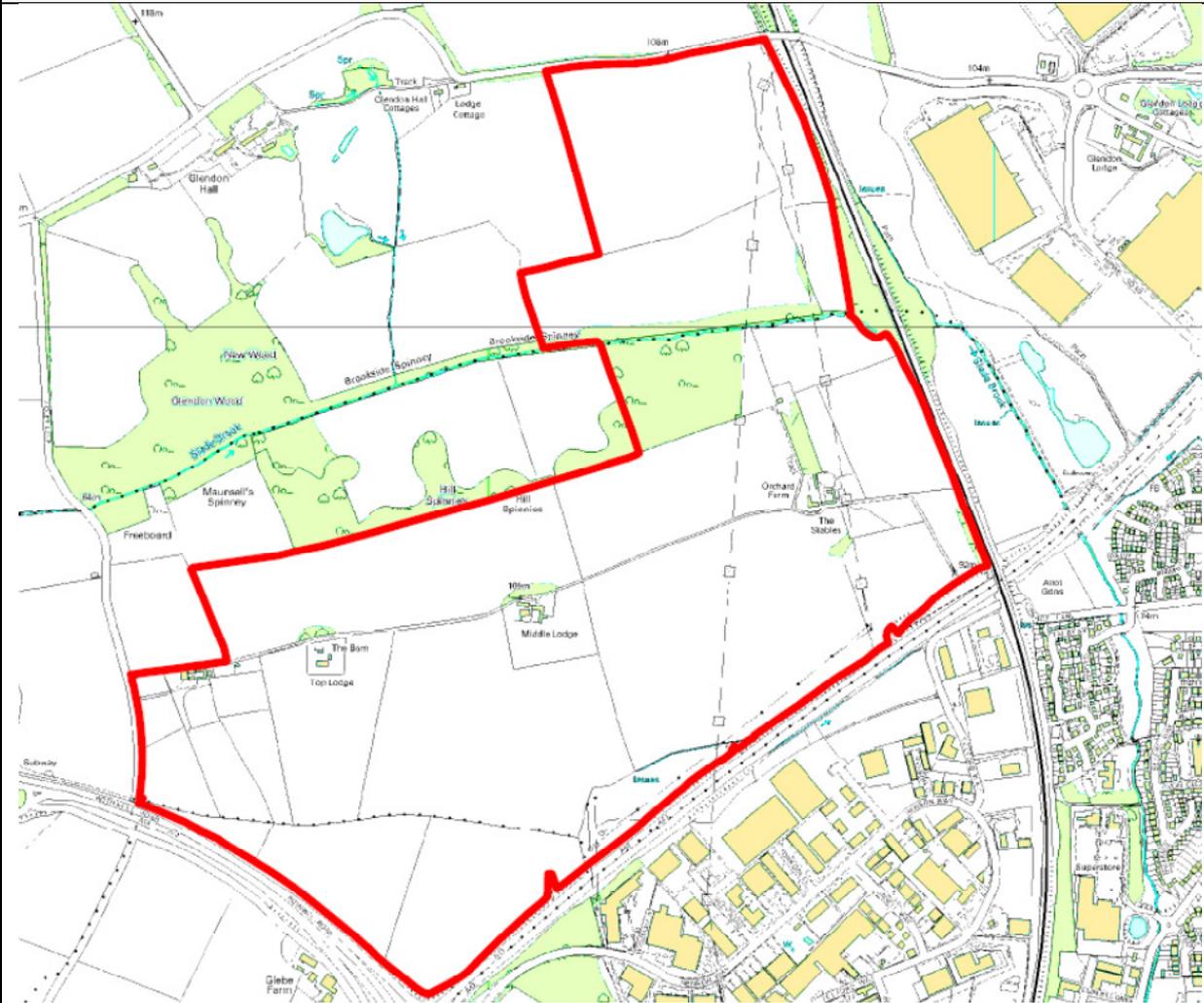
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Criteria	Comments
Proximity to services	There are schools and a leisure centre within a mile of the site (from nearest point of site to access point). It is located near to an employment site although it is not easily accessed due to the road network. There is a doctors just over a mile away.
Proximity to a trunk/principal road junction	Although adjacent to the A14, the nearest junction is 2.5km away through a residential area. No new direct access to the A14 will be possible. Headlands is unsuitable to accommodate the development.
Connectivity to the existing urban area	Integration capacity assessed as grade E. The site is largely cut off by the A14 apart from the single track at the southern end of the site. The urban form east of the A14 is cul-de-sacs with little opportunity to add on. Additional barriers include the railway line and lake and green space around the Kettering Conference Centre.
Access infrastructure	Only one access currently (across a single track bridge). Significant enhancement would be required at a significant cost. Another access would also be required which has not been identified. From a transport perspective, unless an alternative access point could be

		found there are serious concerns with the sustainability and deliverability of this site.
Capacity of the highway network		Capacity is very constrained - the only current access is via a single track bridge - only other possible would be via the A43; beyond the extent of the site. The development would put significant pressure on the already constrained A43/A14 junction and on the nearby residential area. As with site 49(North Kettering B), the site will contribute cumulatively to the capacity enhancements needed in the town centre.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		Site may be crossed by a gas pipeline (needs checking). It is anticipated that the impact could be mitigated, although this may reduce the capacity of the site to some extent
Impact on existing sports and recreation facilities, including allotment land		Development would result in the loss of the golf course
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is bounded by the A14 to the east. It is anticipated that mitigation would be possible
Impact of the development on neighbouring land uses		Compatible with neighbouring land uses – adjoining land is agricultural
Impact on biodiversity		Area of medium biodiversity sensitivity. The eastern-most part of the site is within the Nene Valley Nature Improvement Area. The site includes a number of features including the stream along the northern boundary, a lake and hedgerows/trees which may be of ecological value. Impact on protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high landscape sensitivity. In general the area to the west of Kettering is elevated but undulating with settlements on higher ground. Expansive landscape with long views. Minimal woodland/tree cover, limited to streamlines and settlement areas. Streamside and settlement landscapes should be maintained and enhanced. Potential for enhancement and creation of small woodlands. Maintain open character of area. Impact on the rural setting of neighbouring villages needs to be assessed (see below).
Impact on heritage		Area of low heritage sensitivity. There are no listed buildings etc on the site but see below re setting of rural settlements. An assessment of the archaeological importance of the site would be required.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		The site is detached from Kettering by the A14 and is surrounded on three sides by agricultural land. Impact on the rural setting of Pytchley, Broughton, Little Cransley and Great Cransley needs to be assessed.
Flood risk		Most of the site is within flood zone 1, although land immediately adjacent to the A14 is within flood zone 3.
Impact on the use of previously developed land		Greenfield site.
Impact on the quality of agricultural land		Site includes grade 2 and 3 agricultural land
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Uncertain - site has not been actively promoted to date
Deliverability - likelihood of site coming forward for development		SHLAA score of 1 - poor marketability/viability SELA score of 2.5 – medium score for deliverability
SHLAA category	3	The site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome

Total quality of site		Assessed as 'fair' in the SELA
Other considerations		
Part of the site is within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Summary of Assessment:		
Key positive factors		Key negative factors
Good proximity to services		Poor connectivity
Compatible with neighbouring land uses		Area of high landscape sensitivity
		Extensive new access infrastructure required and ability to access the site unclear
		Significant highway capacity constraints
		Poor marketability and availability uncertain
		Likely to result in the loss of some of the best and most versatile agricultural land

Local authority: Kettering	
Site 45: Kettering Hub	
Other references: SHLAA – 1025, SELA - K7, Emerging draft JCS (2012) rep no 98.	
Site Assessment: Housing/Employment	
Site Area: ~152 ha	Settlement hierarchy: Growth Town
Proposed development: SHLAA indicates that the site could accommodate ~2650 dwellings. SELA indicates, however, that 15ha would be used for employment.	
Site description: The site essentially consists of agricultural land on the north side of Kettering at the junction between the A14 and A43. The site is bounded to the west by agricultural land and, in part, Violet Lane. To the north it adjoins agricultural land and, in part, Glendon Rd. The eastern and southern boundaries are defined by the railway and A43 whilst the A14 abuts the site along its south-west boundary.	



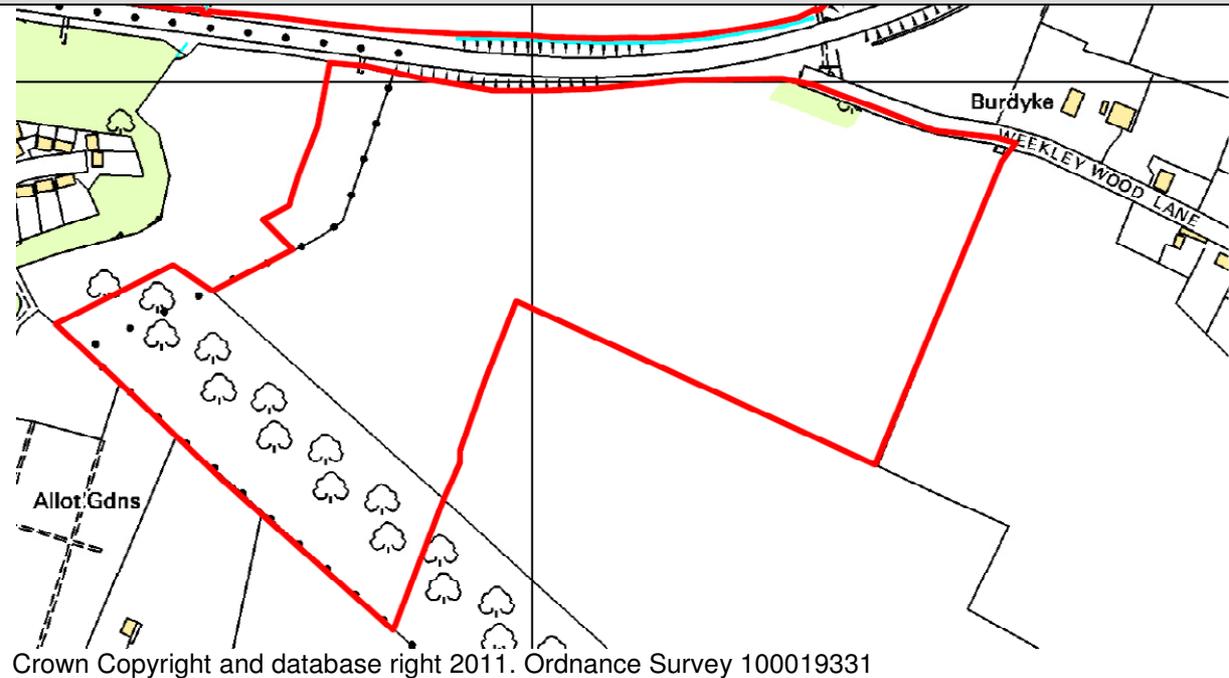
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Criteria		Comments
Proximity to services		There are employment areas close by and, potentially the site is on a bus route. The nearest school is over 2 miles away. Nearest doctors is 2-3 miles away. The scale of development may, however, provide an opportunity to provide some facilities on site.
Proximity to a trunk/principal road junction		No direct access onto the A14 even though it is in close proximity. Potentially access could be achieved off Glendon Road but not the A43 or A14.
Connectivity to the existing urban area		Integration capacity assessed as grade E. Cul-de-sac

		development in proximity to the site provides little opportunity to enhance connectivity. The railway line and A43 form significant barriers. Linking the A43 into the town's structure would require the nature of the road to wholly change, with multiple access points on it, frontage along etc. Railway line may offer potential for a public transport link.
Access infrastructure		Difficult to assess due to lack of information regarding site make up. However, the only access currently available is off the A6003 (the access road to Glendon Hall) and the site is therefore very constrained. Gaining satisfactory access is challenging, particularly with the proximity to A14 junction 7 - particularly as the site is boarded by the railway on the east side. The railway bridge on Glendon Road will need significant improvement / realignment / reconstruction. The cumulative impact of this site and others needs to be assessed in order to be able to confirm the feasibility of development on the scale proposed at this location.
Capacity of the highway network		The A14 is very constrained at this point - and link stress is over-capacity eastbound. Proposed widening of the A14 between Junctions 7 and 9 will increase capacity. However this development may require further works. Difficult to fully assess the proposal without further info on the size of development. Difficult to serve by public transport so difficult to mitigate the impact. As with site 49(North Kettering B), the site will contribute cumulatively to the capacity enhancements needed in the town centre.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		West of site is crossed by a gas pipeline
Impact on existing sports and recreation facilities, including allotment land		No impact.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is bounded by the A14 to the west, the A43 to the south and the midland mainline to the east. Appropriate mitigation measures will therefore be necessary. The south-east corner of the site is also within the 300m consultation buffer of a waste development site at Furnace Park, Telford Way.
Impact of the development on neighbouring land uses		Likely to be compatible with neighbouring land uses subject to appropriate mitigation as described in this assessment.
Impact on biodiversity		Area of medium sensitivity. The site is located within the Nene Valley Nature Improvement Area. Woodland, stream, etc should be retained and enhanced with improved connectivity. Impact on protected species unknown. Development should create new habitat and habitat linkages.
Impact on visual landscape		Area of medium sensitivity - inward rolling and elevated topography dissected by one stream. Glendon Hall and parkland form the main landscape feature. Existing hedgerows and woodland create the appearance of a mature and well treed landscape. Varied field pattern. Southern area affected by previous quarrying, roads and also visual disturbance from pylons and railway line Retain and enhance woodland, hedgerows and streamside landscape. Protect setting of Glendon Hall.
Impact on heritage		Area of low sensitivity. Need to conserve the setting of

Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		Glendon Hall (Grade II) to the north/west of the site and Parkland area. Significant areas of reinstated former mineral workings which retain little heritage significance.
Impact on the existing form of the settlement		Site is detached from the existing built form by the A43. but may make a logical extension to existing employment areas to the east and south.
Flood risk		Largely within flood zone 1 although the area around the stream is within flood zone 3. The Environment Agency has advised that the site and wider area is particularly susceptible to flooding in view of climate change Part of the site is located along a length of river and floodplain identified in the Kettering Town Centre Area Action Plan for strategic improvements to facilitate re-development of the Town Centre Slade Brook Corridor.
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Grade 3 land – unclear whether this is grade 3a or 3b.
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		The site is available and in two primary ownerships. Site was promoted by The Thorpe Malsor Estate and The Glendon Estate through the consultation on draft policies..
Deliverability - likelihood of site coming forward for development		SELA score of 3 - Significant highway constraints and interest in bringing forward the site is unknown. The SELA identified the site for further evaluation.
		SHLAA score of 4 – very good marketability/viability
Total quality		High quality site - there would be demand from a wide variety of employment uses with considerable demand from the strategic B8 warehouse sector.
SHLAA category	3	Site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Pylons cross the site		Will restrict the developable area of the site
Summary of Assessment:		
Key positive factors		Key negative factors
Adjacent to A14		Access requirements unclear and extremely challenging.
Very good marketability for housing		Availability unknown
High quality employment site		Poor connectivity to the existing urban area

Local authority: Kettering	
Site 48: North Kettering A	
Other references: SHLAA – 2183, KBC – KBC/ 035	
Site Assessment: Housing	
Site Area: ~ 17 ha	Settlement hierarchy: Growth Town
Proposed development: Potential for 505 dwellings (SHLAA assessment)	
Site description: The site is located on agricultural land on the north side of Kettering. It is located to the south of the A43 on land between existing residential development to the west and the village of Weekley to the east.	

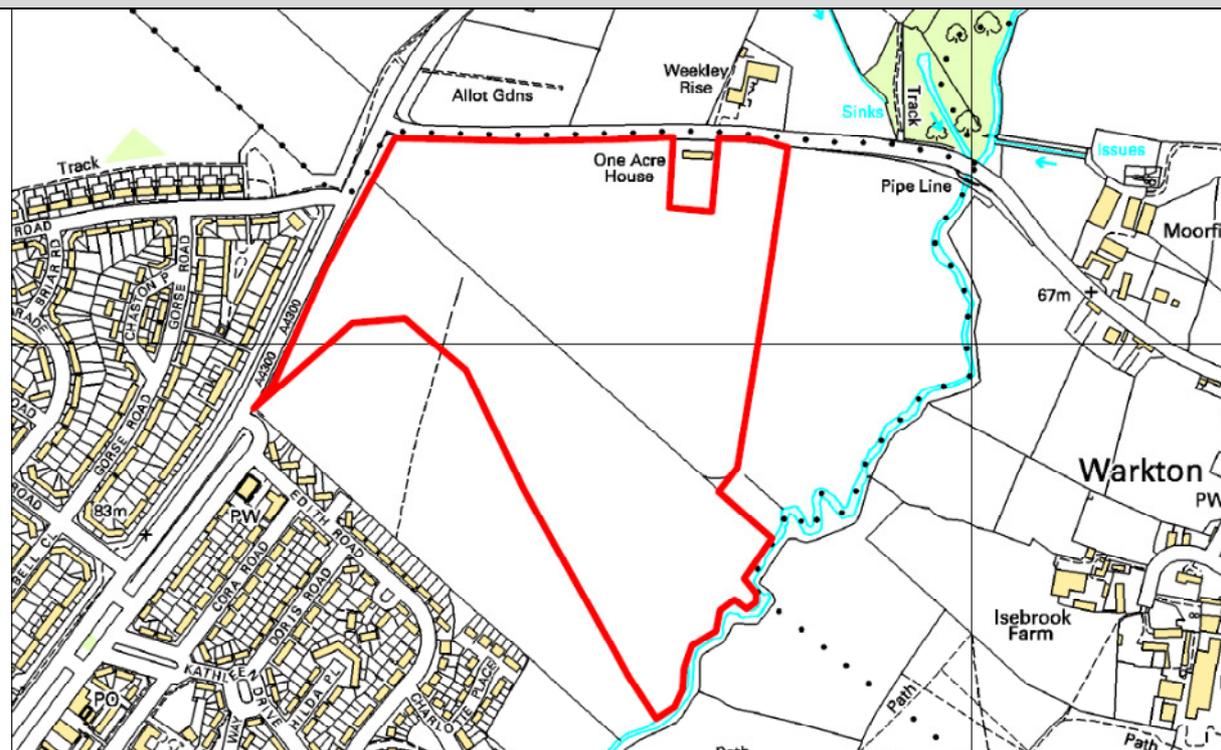


Criteria	Comments
Accessibility to services	The nearest school is approximately 1.5 miles away. There are employment sites nearby but these are difficult to access on foot but near to a bus route providing a service to Corby and Kettering. Nearest doctors is over 2 miles away.
Proximity to a trunk/principal road junction	A43 is the nearest principal road, though access is constrained. One alternative access is via Weekley Wood Lane.
Connectivity to the existing urban area	The site sits within segment 1, which is assessed as the lowest integration possible, grade E. However, this is an assessment looking at beyond the A43, which clearly does create a large barrier. Therefore, the site has been assessed individually. The score still remains Grade E because there are no local connecting roads (red) or radials (Brown) to connect to and the adjoining network of streets are formed of cul-de-sacs with no easy routes through.
Access Infrastructure	Challenging to deliver - further investigation needed.
Capacity of the highway network	This site is located adjacent to the A43, which has relatively high traffic flows at this point - although these will reduce once the Corby Link Rd is in situ. Localised enhancements may be required on the A6003/A43 and A4300/A43 junction, Junction 7 A14 and, as with site 49(North Kettering B), the site will contribute

		cumulatively to the capacity enhancements needed in the town centre.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Adjacent to A43
Impact of the development on neighbouring land uses		Compatible with existing land uses
Impact on biodiversity		Area of high biodiversity. No designated sites. Impact on protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high landscape sensitivity. The majority of the site is at the top of a ridge and prominent from the surrounding countryside and the villages of Weekley and Warkton. Southern extent of the site includes the south western run of an avenue of lime trees which is part of the registered park and garden and an important landscape feature
Impact on heritage		Area of high heritage sensitivity. Direct impact on Grade I listed Boughton House registered park and garden. Southern extent of the site includes the south western run of an avenue of lime trees which is part of the registered park and garden. Development would also affect the setting of Weekley and possibly Warkton conservation areas. Assessment of the archaeological value of the site would be required
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Physically separate from Kettering due to woodland and topography. Visual and physical coalescence with Weekley (<50m) and possible visual coalescence with Warkton (1000m).
Flood risk		Site is located within flood zone 1
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Grade 3 agricultural land – uncertain whether this is 3a or 3b
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		No information - site promoted through the Local Plan Review in 2003. No recent submissions.
Deliverability - Likelihood of site coming forward for development		SHLAA score of 3 - good marketability/viability
SHLAA category		SHLAA category 3 - Site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction

Summary of Assessment:	
Key positive factors	Key negative factors
Proximity to the trunk road network	Area of high landscape sensitivity
Good marketability	Area of high heritage sensitivity
	Visual and physical coalescence with rural settlements
	Physically separate from Kettering
	Availability uncertain

Local authority: Kettering	
Site 49: North Kettering B	
Other references: SHLAA - 2184, KBC- KE/036	
Site Assessment: Housing	
Site Area: ~23 ha	Settlement hierarchy: Growth Town
Proposed development: Potential for ~ 700 dwellings (SHLAA estimate)	
Site description: The site is located on the north-eastern edge of Kettering and to the east of the A4300 (Stamford Rd). Warkton Rd forms the northern boundary whilst the site adjoins agricultural land and the River Ise to the east and agricultural land to the south with residential development beyond.	



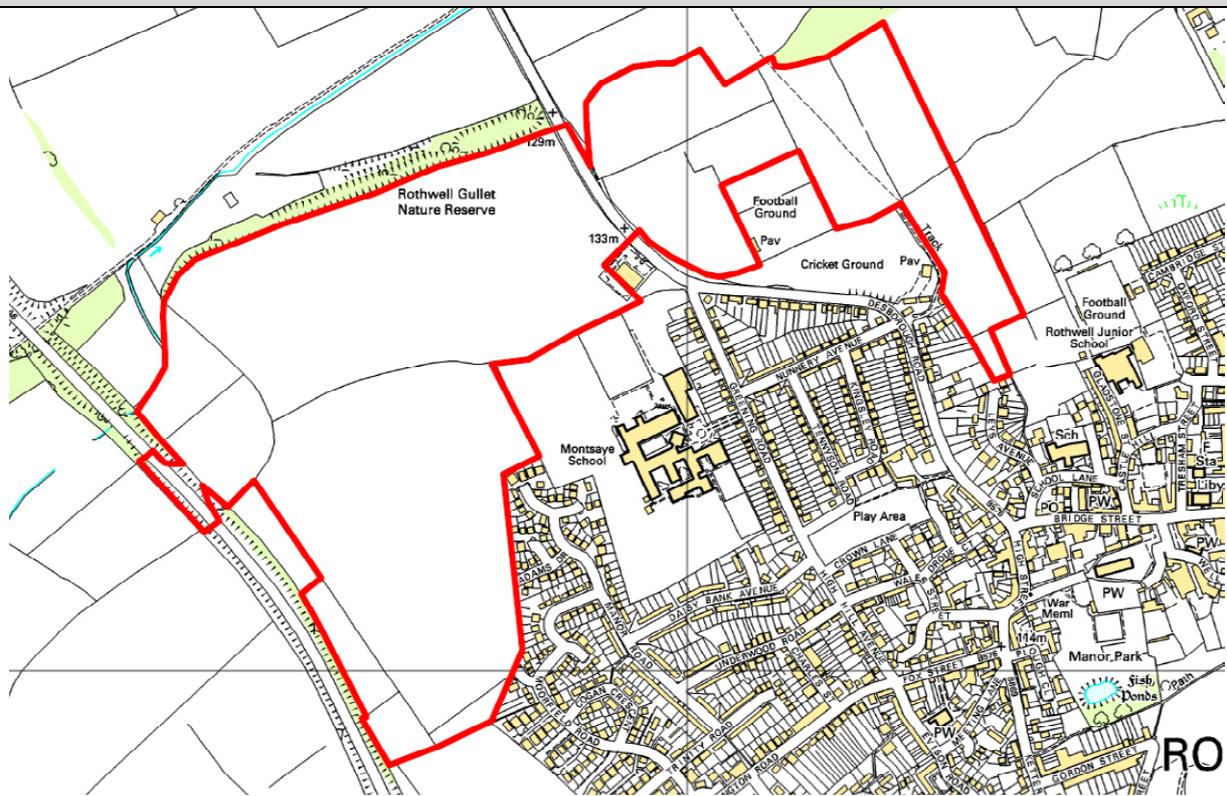
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Criteria		Comments
Proximity to services		The nearest school is approximately 1.5 miles away. There are employment sites nearby but these are difficult to access on foot but near to a bus route providing a service to Corby and Kettering. Nearest doctors is over 2 miles away.
Proximity to a trunk/principal road junction		Nearest principal road for heading north and west is A43 (1.3km away). Heading east the nearest trunk/principal road is the A14 which is over 5km away.
Connectivity to the existing urban area		Site would be a Grade C since it can connect to an existing radial (brown) route- the Stamford Road, and to a red route- Pipe Lane. It also has the potential to connect to the GI route along the Ise and to the existing local network on Edith Road.
Access infrastructure		Potential access off Warkton Road and the A4300 (Stamford Road) possibly at the junction with Weekley Glebe Road. There is also potential access off Edith Road. Further investigation required.
Capacity of the highway network		This site adjoins Kettering East at its southern end, but it is unclear whether it is intended that it would share any infrastructure. The A4300 is one of the main radial

		routes into Kettering from the north-east and as such it is an important route. Capacity impacts are most likely to be of a localised nature, particularly on Windmill Avenue for people wanting to travel to Kettering but there will, as with all the sites, be a cumulative impact on the A43 and the junctions within the town centre. Relatively minor tweaks could provide the capacity required. As with site 48 (North Kettering A), the site will contribute cumulatively to the capacity enhancements needed in the town centre.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Development not likely to be significantly affected
Impact of the development on neighbouring land uses		Compatible with neighbouring uses
Impact on biodiversity		Area of medium sensitivity. Site is located adjacent to the River Ise and lies within the Nene Valley Nature Improvement Area. Impact on protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of high sensitivity. Site is highly prominent from landscape and villages to the east. Part of the site forms an important link in an avenue of lime trees which is part of the registered park and garden of Boughton House.
Impact on heritage		Area of high sensitivity. Direct impact on Grade I listed Boughton House registered park and garden as noted above. Would also affect the setting of the Weekley and Warkton conservation areas. Assessment of the archaeological value of the site would be required
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Coalescence with Warkton (380m) and Weekley (380m)
Flood risk		Part of the site is located within flood zones 2 and 3
Impact on the use of previously developed land		Greenfield site.
Impact on the quality of agricultural land		Grade 2 agricultural land
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Uncertain - site promoted through the Local Plan Review in 2003.
Deliverability - likelihood of site coming forward for development		SHLAA score of 3 - good marketability/viability
Total quality		SHLAA Category 3 - Site has more significant constraints. For the site to be considered appropriate for development or allocation it must be clearly demonstrated that the significant constraints can be overcome
Other considerations		
Within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction
Summary of Assessment:		
Key positive impacts		Key negative impacts
Extensive access infrastructure not required		Impact on Boughton House registered park and

	garden
Proximity to services	Impact on the character and appearance of the Warkton and Weekley Conservation Areas.
Good marketability	Development would result in the loss of the most versatile agricultural land.
	Availability uncertain

Local authority: Kettering	
Site 59: Rothwell North	
Other references: SHLAA - 1022, SELA - K29/30	
Site Assessment: Mixed use development including housing and employment	
Site Area: ~ 50ha	Settlement hierarchy: Market Town
Proposed development: The site is the subject of a planning application (KET/2007/0461 - see http://www.kettering.gov.uk/planningApplication?thisWeek=0&appNumber=KET%2F2007%2F0461&submit=Go) for a mixed use urban extension, comprising 700 dwellings, 11 hectares of employment land (Classes B1 and B2) and associated facilities.	
Site description: The site largely comprises agricultural land to the north of Rothwell; east of the new A6; and either side of the B576 - Desborough Road. The western part of the site (south-west of the B576) is bounded to the north by Rothwell Gullet, a Local Nature Reserve, and to the south by existing residential development and Montsaye College. The eastern-most area is bounded by the the Ise valley, and more immediately, Stanton Plantation to the north and by residential development and football /cricket pitches to the south. To the east, the site opens out onto fields.	



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Criteria	Comments
Accessibility to services	Shops, schools and doctors are all within a mile. Notwithstanding this, however, the planning application includes proposals for a local centre and employment land
Proximity to a trunk/principal road junction	Directly on to the A6 and within close proximity to the A14 (1.5km)
Connectivity to the existing urban area	Integration capacity assessed as grade B. The site would wrap round open space and extend Rothwell into open countryside to the north. This could affect wildlife migration and green infrastructure and development would therefore need to be carefully planned. Development should not extend too far to the north in order to protect the Ise Valley and avoid possible

		coalescence with Desborough.
Access infrastructure		Discussions ongoing. A new road is required to link the B576 and the A6 through the development.
Capacity of the highway network		Reduced capacity through Rothwell and A14 is constrained nearby.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreation facilities. The planning application includes additional provision
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is located adjacent to A6 and appropriate mitigation measures would therefore be necessary.
Impact of the development on neighbouring land uses		Development would be compatible with neighbouring land uses.
Impact on biodiversity		Area of medium biodiversity sensitivity. There are no designated areas within the development area although the site is adjacent to Rothwell Gullet Local Wildlife Site and would need to maintain and, if possible, enhance its value. The Environmental Statement submitted with the planning application indicates the presence of bats, foraging ground for badgers and several 'red list' bird species breeding within or adjacent to the site.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area of medium landscape sensitivity. Promoter has prepared a landscape strategy to mitigate the impact of development. It indicates that the impact will be greatest on properties along the northern edge of Rothwell and Desborough Rd but that this can be minimized in the long term.
Impact on heritage		Area of medium heritage sensitivity. There are no listed buildings etc. An archaeological assessment undertaken on behalf of the promoter has identified the likelihood of finds of regional importance, although these are unlikely to require in-situ preservation.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Neutral impact – see above comments regarding visual landscape
Flood risk		Outside a designated flood zone.
Impact on the use of previously developed land		Greenfield site.
Impact on the quality of agricultural land		The study area includes grade 3a and grade 3b agricultural land.
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Willing land owner/developer – the site is currently the subject of a planning application
Deliverability - likelihood of site coming forward for development		SHLAA - very good marketability. SELA - the viability/deliverability of the employment land will be dependent upon the delivery of the wider masterplan. The delivery of the 700 houses is likely to be required to provide the infrastructure investment, in particular highway improvements
Total quality		Site assessed as being of fair quality in the SELA
SHLAA category		SHLAA Category 2 - site has a limited level of constraints. The allocation of the site will depend upon individual circumstances and on the measures being proposed to overcome these constraints.

Summary of Assessment:	
Key positive factors	Key negative factors
This site is identified in the Rothwell and Desborough Sustainable Urban Extension (SUE) Area Action Plan as the preferred location for the Rothwell SUE.	Likely to result in the loss of some best and most versatile agricultural land
Good proximity to services	
Access directly on to the A6	
Willing land owner and the subject of a current application	
Very good marketability	

Local authority: Kettering

Site 60: South east of A14 Junction 3, Rothwell

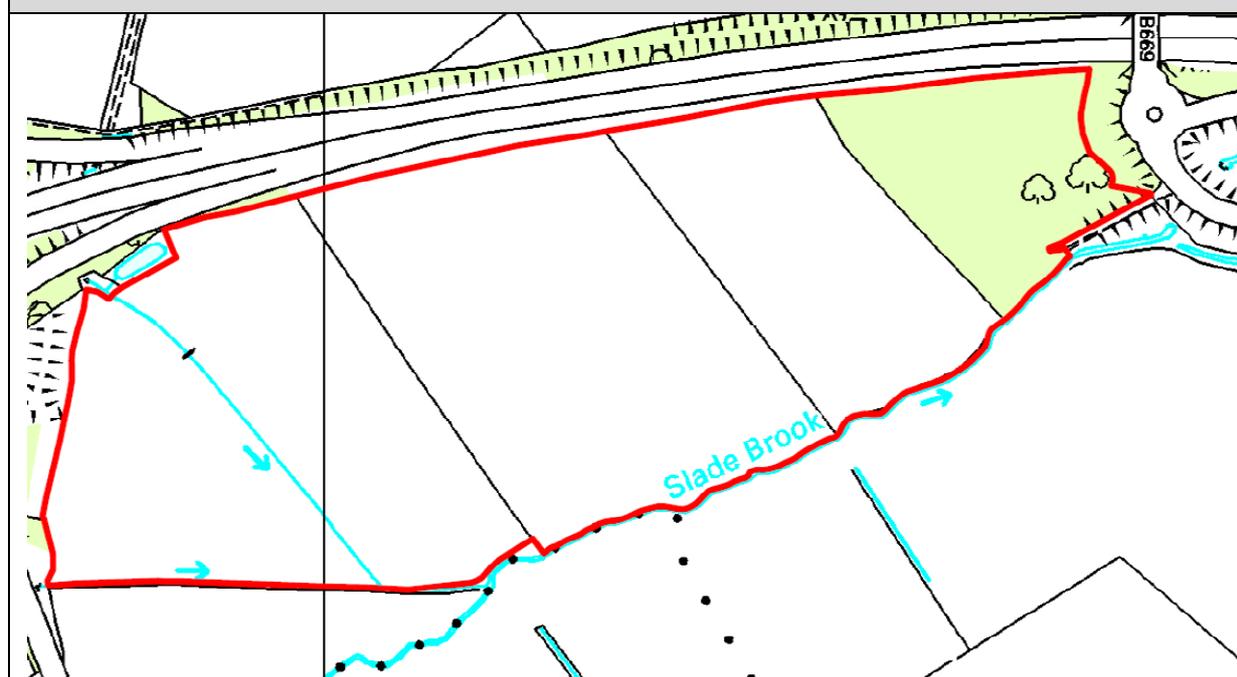
Other references: SELA ~ K26

Site Assessment: Employment

Site Area: ~ 8ha **Settlement hierarchy: Smaller Town**

Proposed development: Mixed use employment site. The site has previously had outline planning consent for such development together with police accommodation and roadside service facilities including filling station, restaurant and lorry park. SELA indicates that the site is best suited to B8 occupiers in view of its direct access onto the A14 and for the potential to provide serviced parcels of land to owner occupiers to develop their own sites.

Site description: The site consists of agricultural land located on the south side of Rothwell and adjacent to the A14/A6 junction. The boundary is defined by the A14 to the north and by the Slade Brook to the south and agricultural land beyond. Orton Rd forms the boundary to the west whilst the B669 adjoins the site to the north- east.



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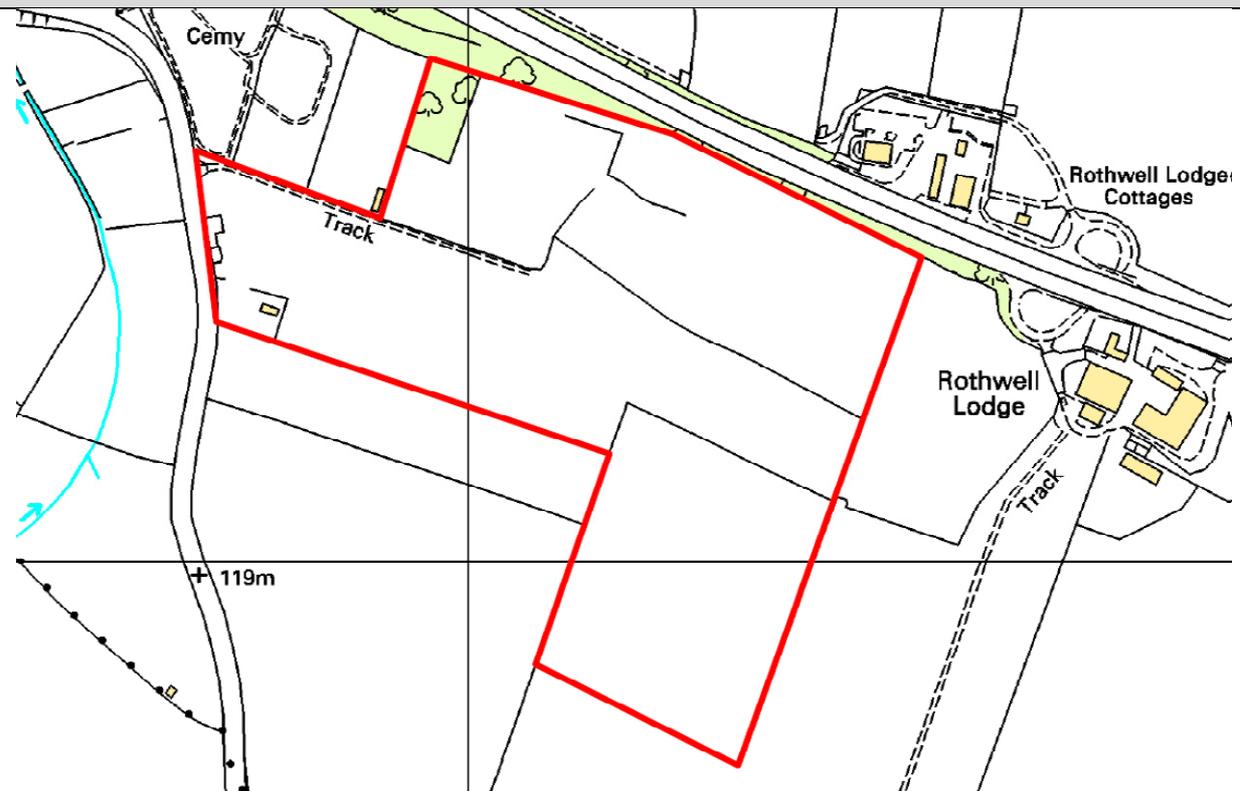
Criteria	Comments
Proximity to services	Site is not served by a bus route and route to shops is not walkable due to the A14. Difficult site to serve by public transport.
Proximity to a trunk/principal road junction	Located in very close proximity to the trunk road network (A14 (J3)).
Connectivity to the existing urban area	The main issue is the severance caused by the A14. The site would be assessed as a Category D since the only connecting point is the B669, the A14 creates a major barrier and there is no scope for local integration across it.
Access infrastructure	Potentially an access point could be achieved at the western end. Refer to Highways Agency for comments
Capacity of the highway network	The A14 is approaching capacity at this point and therefore junction 4 is a constraint to development. Improvements to A14 Junction 3 and Orton Road required.
Utilities	An electrical supply and water supply is available from the nearby road. However there is no gas supply within the immediate vicinity and the nearest foul water

		drainage is some distance away
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No impact
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is adjacent to the A14, although it is anticipated that mitigation of road traffic noise would be possible
Impact of the development on neighbouring land uses		Possible issue in relation to the proximity of the site to the cemetery to the east.
Impact on biodiversity		Not assessed as part of the RNRP study. The site is within the Nene Valley Nature Improvement Area. It contains several features adjoins the Slade Brook and contains hedgerows, grazing marshland, other water bodies and trees which may be of ecological value. Impact on protected species unknown
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Not assessed as part of the RNRP study
Impact on heritage		Not assessed as part of the RNRP study. No impact on listed buildings etc, although assessment of the archaeological value of the site may be required
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Visually and physically detached from the town.
Flood risk		Area adjacent to the Slade Brook is located within flood zone 3.
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		Grade 3 land – uncertain whether this is 3a or 3b.
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Site held by a willing land owner
Deliverability - likelihood of site coming forward for development		SELA score of 2.5
Total quality		Poor quality site overall

Summary of Assessment:

Key positive factors	Key negative factors
Site is held by a willing owner	Poor connectivity and access to services
Located in close proximity to the trunk road network	Visual/physical detachment from Rothwell
	Overall, assessed as a poor quality site
	Capacity of the A14 junction

Local authority: Kettering	
Site 86 Land adjacent to the cemetery (south of A14) Rothwell	
Other references: SELA - K28	
Site Assessment: Employment	
Site Area: ~ 16ha	Settlement hierarchy: Market Town
Proposed development: The promoter is proposing A14 roadside facilities to include service station, overnight accommodation, lorry park and food outlet. SELA indicates that it may be regarded as a secondary site in terms of warehousing and industrial development and the following therefore assesses the potential of the site for B uses.	
Site description: The site is located to the south of the A14 at Rothwell and is used for agricultural and equestrian purposes. At its western end it adjoins the cemetery and road to Loddington whilst the remaining boundaries adjoin agricultural land.	

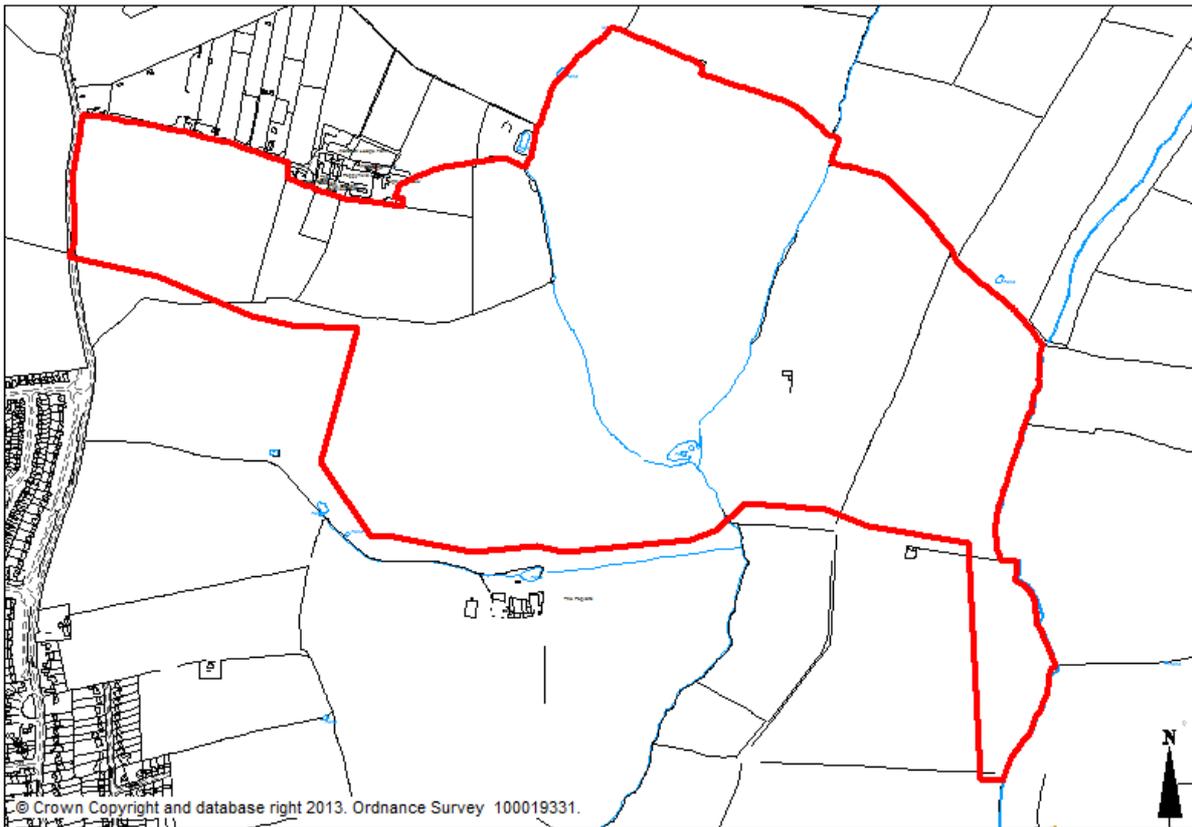


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Criteria		Comments
Proximity to services		Site is not served by a bus route and route to shops is not walkable as crosses A14.
Proximity to a trunk/principal road junction		Located in very close proximity to the trunk road network (A14).
Connectivity to the existing urban area		Not assessed as part of the Urban Structures Study. The A14, however, presents a major barrier to connectivity with Rothwell.
Access infrastructure		Refer to Highways Agency for comments
Capacity of the highway network		The A14 is approaching capacity at this point and therefore junction 4 is a constraint to the site.
Utilities		Full utilities would need to be provided to the site.
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No impact

Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site is adjacent to the A14, although it is anticipated that mitigation of road traffic noise would be possible
Impact of the development on neighbouring land uses		Possible issue in relation to the proximity of the site to the cemetery to the east.
Impact on biodiversity		Not assessed as part of the RNRP study. Does not include a designated site. Impact on protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Not assessed as part of the RNRP study
Impact on heritage		Not assessed as part of the RNRP study. No impact on listed buildings etc, although assessment of the archaeological value of the site may be required
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Would be separated from Rothwell by the A14 and undeveloped land. It would visually and physically detached from the town.
Flood risk		Outside designated flood zone
Impact on the use of previously developed land		Greenfield
Impact on the quality of agricultural land		Grade 3 land – uncertain whether this is grade 3a or 3b
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Held by a willing land owner
Deliverability - likelihood of site coming forward for development		SELA score of 2.5. Values for lorry park are relatively low and the costs of providing the facility and in particular access onto the A14 potentially quite high. It may be regarded as a secondary site in terms of warehousing and industrial. Intervention may be required.
Total quality		Poor quality site overall
Summary of Assessment:		
Key positive factors		Key negative factors
Close proximity to the trunk road network		Poor access to services
Held by a willing land owner		Poor connectivity to Rothwell
		Isolated development
		Poor quality site

Local authority: Kettering	
Site 95: East Kettering (additional land)	
Other references: Emerging draft JCS (2012) - 82	
Site Assessment: Residential – as an extension to the urban extension	
Site Area: ~ 118ha	Settlement hierarchy: Growth Town
Proposed development: Residential	
Site description: The site consists of agricultural land north east of Kettering. It is located directly north of the area permitted for the Kettering East development and would provide an extension to that development.	



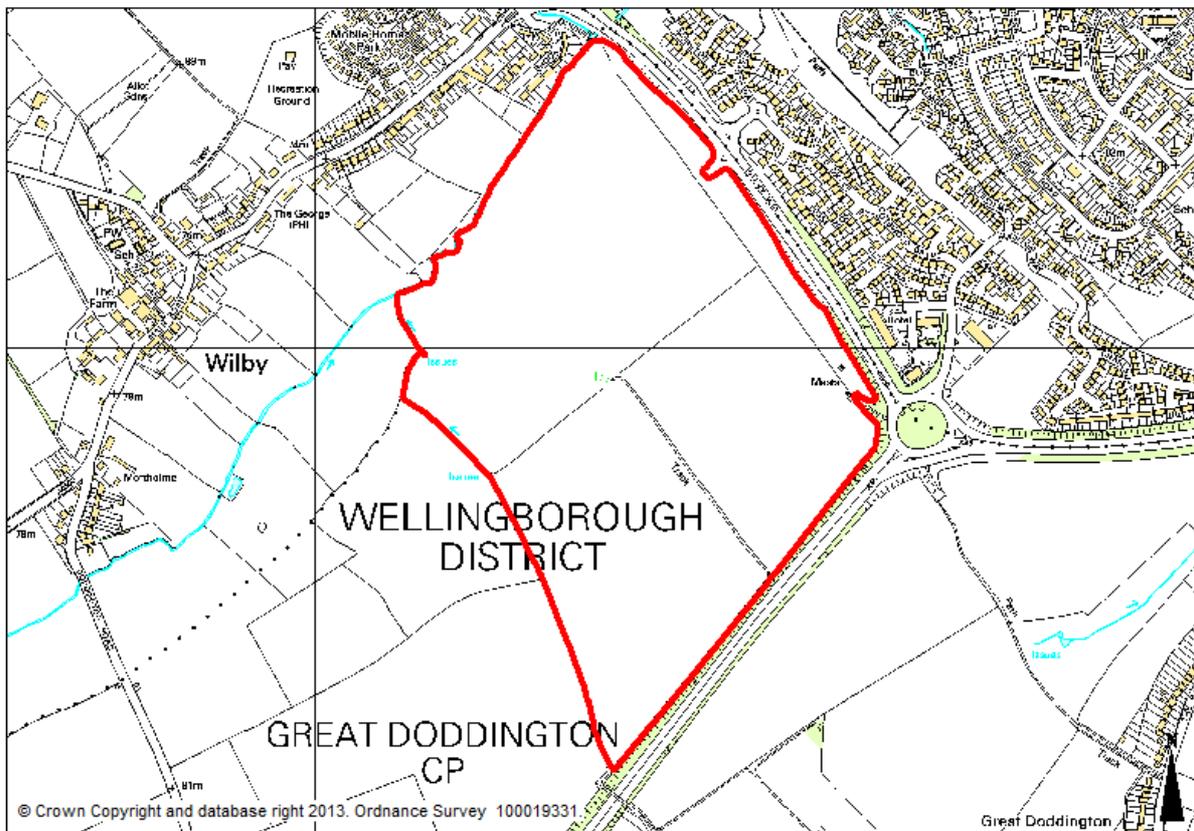
Criteria	Comments
Proximity to services	Good proximity - assessed on the assumption that East Kettering is delivered and that the site will therefore benefit from the services located within that development. – otherwise this is an isolated site.
Proximity to a trunk/principal road junction	Based on the assumption that this site would be developed as a later phase of East Kettering and the necessary infrastructure would be in existence, the nearest strategic road access would be I at A14 Junction 10 which is 2km away.
Connectivity to the existing urban area	Not assessed as part of the Urban Structures Study It is difficult to assess ease of connection into the consented urban extension as the masterplan and road layout could change before implementation.. In building out the consented area, however, consideration should be given to the possibility of further expansion and the need to deliver a strong network of connecting routes into the expanded area.
Access infrastructure	It is assumed that the infrastructure needed for East Kettering will already be in place and therefore the additional access infrastructure required would be minimal.

Capacity of the highway network		Modelling has shown that East Kettering will require significant highway capacity improvements on the A14 and within Kettering Town Centre. This development is assessed on the basis that this infrastructure will be in place and it will therefore only need to mitigate any additional impact. A SUE of this size should deliver a good percentage of internalised trips due to the employment being provided within the development. This site should only be developed as the final phase of East Kettering and careful master-planning should be employed to ensure connectivity.
Utilities		The assessment that the site would be moderately easy to service is based on the assumption that the infrastructure needed for East Kettering will already be in place
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		No major noise sources near to the site.
Impact of the development on neighbouring land uses		Compatible with neighbouring uses
Impact on biodiversity		.Within area of medium biodiversity sensitivity bordering an area of high sensitivity. Potential impact on protected species unknown. There are trees, hedgerows and watercourses on the site which could provide habitats for protected species. Detailed assessment would be required but any impact would need to be mitigated.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Within an area of medium landscape sensitivity bordering an area of high sensitivity.
Impact on heritage		Within an area of medium sensitivity but bordering an area of high sensitivity.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Boughton House Historic Park and Garden is located 50m north of this site. There would be a significant impact on the setting of the Historic Park and Garden. The villages of Walkton and Grafton Underwood, both of which include listed buildings and a conservation area, are located within ~0.5miles and 1mile respectively.
Impact on the existing form of the settlement		Appropriate mitigation measures would be necessary to avoid visual coalescence with nearby villages.
Flood risk		Entirely within flood zone 1.
Impact on the use of previously developed land		Entirely greenfield.
Impact on the quality of agricultural land		Would result in the loss of grade 3 agricultural land. – unclear whether this would include grade 3a land.
Impact on the stock of minerals		Not located on land allocated for mineral extraction.
Availability		Interest in developing the site. Promoted through the Emerging Draft Plan (August 2012) consultation.
Deliverability - Likelihood of site coming forward for development		The site could only be delivered once the remainder of East Kettering has been developed, therefore likely to be a significant delay
Total quality		
SHLAA category	4	The site is adjacent to a sustainable urban extension (SUE) in the adopted Core Spatial Strategy (East Kettering) and could possibly, and if necessary,

		contribute to the continued development of the SUE
Other considerations		
Public rights of way		Public bridleway GF/006 runs across the site. This should be incorporated into the development, providing an opportunity to enhance connectivity with the surrounding area.
Summary of Assessment:		
Key positive factors		Key negative factors
Site could benefit from infrastructure to be provided within the consented area, including service provision. Measures would need to be taken to plan for the integration of the development into the wider urban extension		Impact on Boughton House Historic Park and Garden
Interest in developing the site.		Site could only be delivered following construction of the consented area of East Kettering

Sites within Wellingborough

Local authority: Wellingborough	
Site 70: Prospect Park (Wilby Grange) Wellingborough	
Other references: CSS issues, SHLAA -984 & 2103, BCW - WE13 housing options and PO44 sustainability appraisal, SELA – W13, WELS – W5, Emerging draft JCS (2012) rep no 104.	
Site Assessment: Urban extension - employment and residential	
Site Area: ~48ha	Settlement hierarchy: GrowthTown
Proposed development: The promoter is seeking to provide a mixed use scheme which includes provision for an 11.5ha business park, up to 600 dwellings and associated facilities. Further information is available from the promoters website at: www.prospectparkwellingborough.co.uk	
Site description: The site is located to the west of Wilby Way. The land slopes away from the southern boundary (defined by the A45) towards the Swanspool Brook and village of Wilby at the northern end of the site. Agricultural land lies to the west of the proposed development area.	

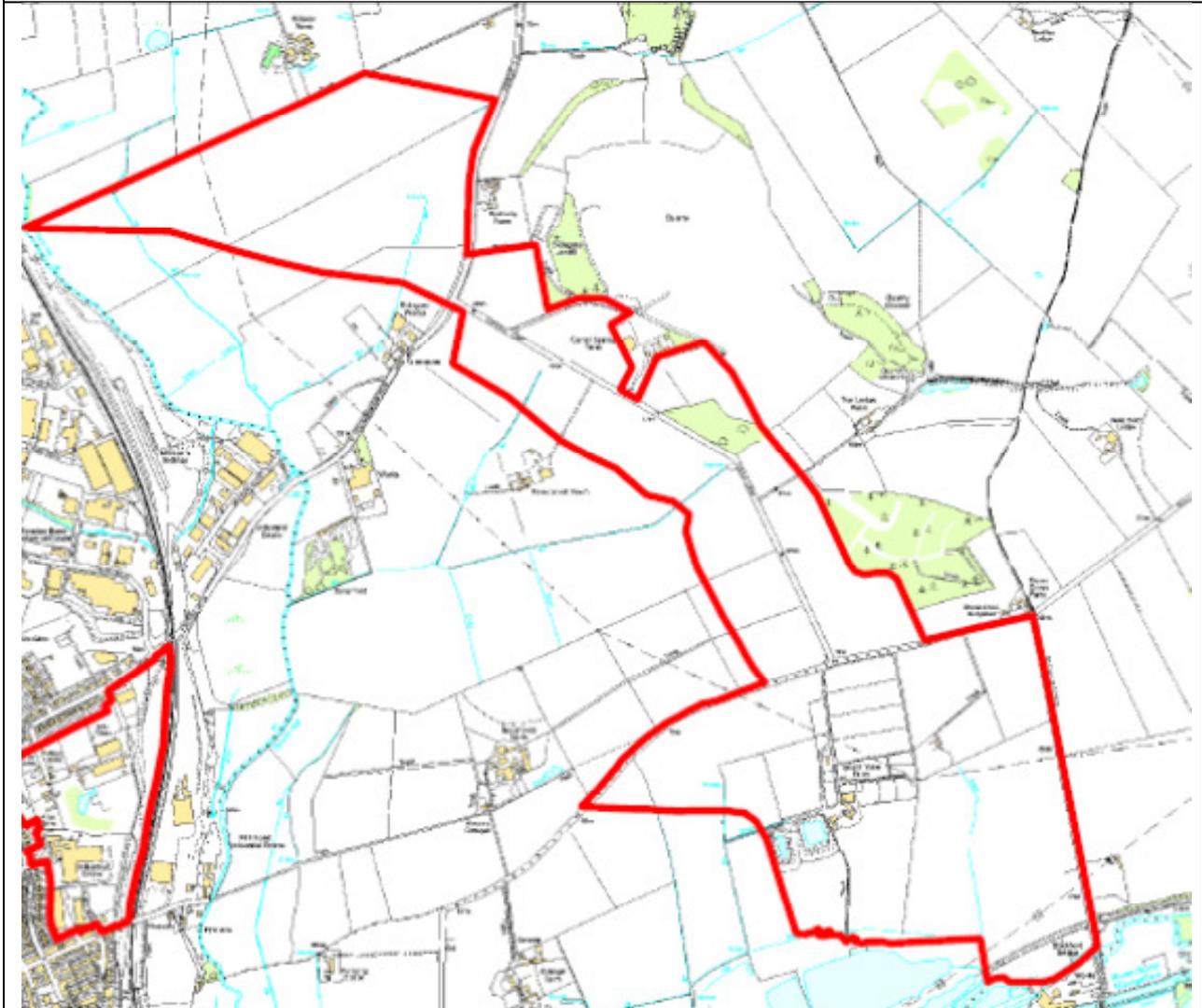


Criteria	Comments
Proximity to services	Overall, proximity to services is good. The scale of the site, however, could provide an opportunity for some on-site provision as indicated by the promoters proposals. There are concerns, however, that the proposed scale of development will not be sufficient enough to secure a commercial, frequent bus service once section 106 funding has finished.
Proximity to a trunk/principal road junction	Located adjacent to the A45 and A509.
Connectivity to the existing urban area	Integration capacity grade D. Whilst the site is adjacent to the built up area of the town, the strategic route of Wilby Way (the A509) acts as a barrier, particularly for pedestrians and cyclists. Connections to the remainder of the town through the existing estate, which comprises

		cul-de-sacs, is poor. A high quality walking/cycling green link offers most scope for increasing connections. Significant changes would be required to the A509 to allow for better integration, whilst not compromising highway capacity. Proposals put forward by the promoter include crossing points over the A509 and potentially an underpass. Overall significant investment would be required to improve connectivity to enable sufficient integration with the town.
Access infrastructure		Vehicular access would be provided off a new roundabout at the Wilby Way/Cotswold Drive junction. This will provide a significant benefit to the existing Wilby Way housing estate, providing an exit from the estate without using the Bourton Way arm of the A45/A509 roundabout. The highway authority has confirmed the suitability of the access arrangements proposed.
Capacity of the highway network		The A45 / Wilby Way roundabout is a major constraint which will require significant improvements. No agreed scheme exists at the moment, but constraints can be overcome with the right scheme. Proposals put forward by the promoter include improvements at the A45/A509 junction and a new roundabout at the A509/Cotswold Drive junction. Wider assessment required to identify other impacts.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		A high pressure gas main crosses the southern part of the site, running northwest – southeast to the A45. It is envisaged that this constraint can be mitigated.
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities. Proposals put forward by the promoter include provision for new sports and leisure uses.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Whilst the site is located adjacent to the A45 and A509, it should be possible to mitigate the impact of noise from these sources.
Impact of the development on neighbouring land uses		Compatible with neighbouring land uses, subject to appropriate mitigation measures
Impact on biodiversity		Area of medium biodiversity – the site is located within the Nene Valley Improvement Area and there is a significant area of high sensitivity along the Swanspool Brook which should be protected and enhanced. The promoter's proposals include a waterside country park which could provide opportunities for biodiversity enhancement.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		The presence and possible impact on protected species is unknown. There is previous evidence of watervoles within the Swanspool Brook – mitigation should be possible and the waterside park should provide opportunities for enhanced habitat.
Impact on visual landscape		Area of high sensitivity – The landform is such that development would be very prominent when viewed from Wilby and would result in visual coalescence from the south. A range of measures are proposed by the promoter to reduce the landscape impact. Whilst mitigation could soften the impact, however, it could not avoid it.
Impact on heritage		Area of medium sensitivity – Whilst there are no listed buildings etc on the site, the SMR indicates that there may be other historic environmental assets which will
Impact on listed buildings, conservation areas, scheduled ancient monuments		

and historic parks and gardens)		need to be assessed for their significance.
Impact on the existing form of the settlement		The site is located close to the village of Wilby which will give rise to concerns regarding potential coalescence. The setting and character of the village would be adversely affected. Wilby currently has agricultural land to the north, south and west which maintains a rural character. Development to the south would introduce urban character views from the village. Whilst a strategic gap could be maintained along Swanspool Brook to ensure physical separation this would not affect long distance views due to the landform which rises away from the village.
Flood risk		The site is generally within flood zone 1, although there is an area within zones 2 & 3 along the Swanspool Brook. This area should be avoided and could become a landscape feature as part of any masterplan.
Impact on the use of previously developed land		Development is entirely on greenfield land.
Impact on the quality of agricultural land		The site includes grades 2, 3 and 4 agricultural land
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Held by a willing land owner
Deliverability - Likelihood of site coming forward for development		SHLAA score of 3 – good marketability and/or viability SELA score of 4 - The site would appeal to a wide range of occupier and it is anticipated that there would be strong levels of local / regional demand. The SELA identified this as a site for further evaluation
Total quality		Site assessed as being of high quality in the SELA
SHLAA category	3	The site has significant constraints - to be considered appropriate for development or allocation it must be clearly demonstrated that these can be overcome
Other considerations		
There is a large diameter water main along the northern part of the site, generally parallel to Swanspool Brook.		An appropriate easement would need to be incorporated into proposals for the development of the site.
There are two public footpaths which cross or adjoin the site between the A45 and Wilby.		The footpaths provide an opportunity to enhance connectivity with the surrounding area.
Summary of Assessment:		
Key positive factors		Key negative factors
Held by a pro-active land owner		Poor integration capacity requiring radical changes to the A509 whilst not affecting highway capacity
Located at the A45/A509 junction and could provide an opportunity to improve this key junction		Visual impact – site is located on rising land above the Swanspool Brook in close proximity to Wilby
High quality employment site that would appeal to a wide range of occupiers		Loss of high quality agricultural land
Good marketability for housing		Concerns regarding the long term viability of public transport
Opportunity to improve vehicular access into the existing residential development east of Wilby Way		SHLAA category 3 – significant constraints
Opportunity to enhance services and facilities and improve the biodiversity of the site		Concerns over coalescence with Wilby

Local authority: Wellingborough	
Site 71: Stanton Cross (additional land to the east)	
Other references: CSS issues, SELA – W2, SHLAA – 2174, BCW - PO 53 of sustainability appraisal, Emerging draft JCS (2012) rep no 62.	
Site Assessment: Mixed use - residential and employment	
Site Area: ~ 87ha	Settlement hierarchy: Growth Town
Proposed development: Extension to the Stanton Cross (Wellingborough East) urban extension.	
Site description: Land to the east of Wellingborough is allocated for a sustainable urban extension in the Borough of Wellingborough Local Plan Alteration. This proposal would extend the development area to include additional land to the north-east of the Finedon Rd (A510) and eastwards to Ditchford Lane in the south- east and to envelop Sidegate Lane to the north-east.	



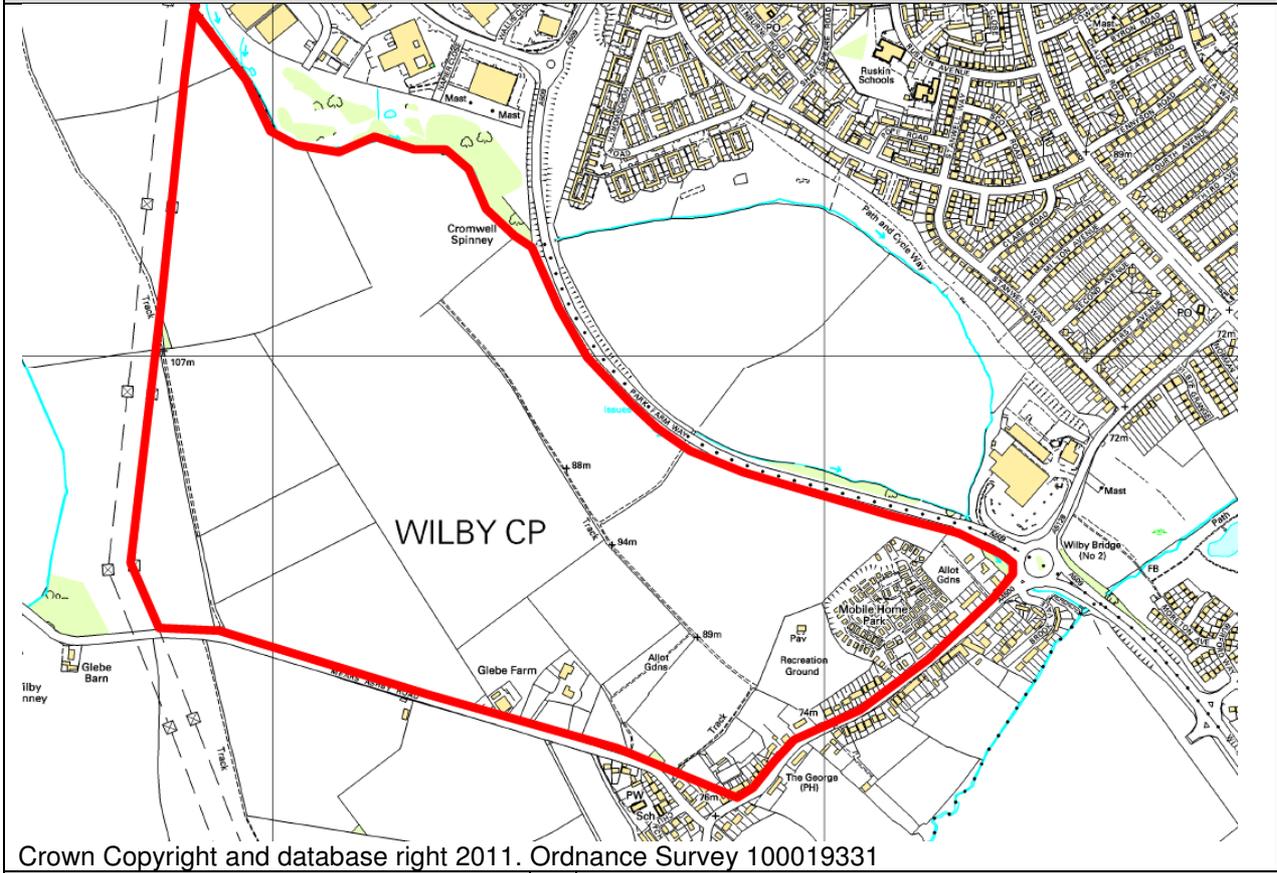
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Criteria		Comments
Proximity to services		Good proximity - assessed on the assumption that Wellingborough East (WEAST) is delivered and that the site will therefore benefit from the services located within that development. Dependent on WEAST delivery - otherwise isolated site.
Proximity to a trunk/principal road junction		In close proximity to the trunk road network - A45 is about 1.5km away and WEAST will provide the link.
Connectivity to the existing urban area		Integration capacity grade C. It is difficult to assess ease

		of connection into the consented urban extension as the masterplan and road layout could change before implementation.. In building out the consented area, however, consideration should be given to the possibility of further expansion and the need to deliver a strong network of connecting routes into the expanded area.
Access infrastructure		Access can be achieved through extensive upgrading of existing routes, provision of an access bridge and upgrading of the Ditchford Lane access onto the A45. This assessment assumes that all of this infrastructure will be provided as part of WEAST.
Capacity of the highway network		Modelling has shown that WEAST can be delivered with some significant capacity enhancements. Whilst the highway infrastructure required for WEAST could be utilised by this extension, the extent to which further mitigation measures may be required is uncertain.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		No loss of sports or recreational facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Proximity to Broadholme Sewage treatment works may affect the environment. Similarly with Sidegate Lane landfill site, although it should be possible to minimise the impact of this facility if EA guidelines are followed. This will involve not allowing residential properties too close.
Impact of the development on neighbouring land uses		Proposals will need to assess the likely impact on the above facilities and neighbouring woodland
Impact on biodiversity		Overall site assessed as being of 'medium' sensitivity in the RNRP study. There are areas of high sensitivity on the Ise Valley at the northern tip and borders an area of high sensitivity at the south along the Nene Valley SPA and NIA and around the Sidegate Lane landfill site. There are also water bodies, woodland blocks etc within or adjacent to the site. There are opportunities for biodiversity enhancement.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Impact on protected species unknown.
Impact on visual landscape		Area of high sensitivity. Development would be prominent within the valleys of the Nene and Ise. The development would take development close to Finedon, Irthlingborough and Rushden, resulting in the need for appropriate mitigation measures, possibly resulting in the need to reduce the extent of development indicated on the above plan.
Impact on heritage		Area is a mix of medium and low sensitivity. There are listed buildings at Carol Spring Farm on the north-east side of Sidegate Lane. In addition, the site is located within an area of archaeological activity and a heritage assessment would be required.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		See above comments regarding coalescence
Impact on the existing form of the settlement		See above comments regarding coalescence
Flood risk		The majority of the area is within flood zone 1. Small areas adjacent to the River Nene and River, however, are within flood zones 2 and 3 and development within these areas should be avoided.
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield

Impact on the quality of agricultural land		Will result in the loss of some grade 2 and 3 agricultural land
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Held by willing land owners/developer.
Deliverability - likelihood of site coming forward for development		The site could only be delivered once the remainder of Stanton Cross has been developed, therefore likely to be a significant delay
Total quality		Site assessed as one of low quality in the SELA
SHLAA category	4	The site is adjacent to a sustainable urban extension (SUE) in the adopted Core Spatial Strategy (Wellingborough East) and could possibly, and if necessary, contribute to the continued development of the SUE
Other considerations		
Part of the site is within a Minerals Safeguarding Area		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction.
Highways		Reliant on Route 7 and flood mitigation works being constructed along with the Eastern Relief Road. Uncertainty who will provide Route 7. The extension would put additional pressure on the Eastern Relief Road and Embankment junction and Midland Road/Senwick Road. There is some concern regarding the most northern part of the site which is an awkward shape, though potentially it could be served by a bus through a diversion of the Irthlingborough/Finedon service (45).
Summary of Assessment:		
Key positive factors		Key negative factors
Site could benefit from infrastructure to be provided within the consented area, including service provision. Measures will need to be taken at an early stage to plan for the integration of the development into the wider urban extension		Site could only be delivered following construction of the consented area of WEAST
Held by willing land owners with developer involvement		Will result in the loss of some best and most versatile agricultural land
		Area of high visual landscape importance - appropriate mitigation measures will be essential, possibly including a reduction in the size of the site.
		Site assessed as one of low quality in the SELA

Local authority: Wellingborough	
Site 77: Land west of Wellingborough (between Wilby and Park Farm industrial estate)	
Other references: BCW housing allocations – WE38, SHLAA 916	
Site Assessment: Mixed use - residential and employment	
Site Area: ~108ha	Settlement hierarchy: GrowthTown
Proposed development: Mixed use development – SHLAA capacity assessed at about 2,500 dwellings	
Site description: The site is located to the west of the A509 on the west side of Wellingborough. It is bound to the west by agricultural land; by the Park Farm Industrial Estate to the north; by the village of Wilby to the south-east and by Mears Ashby Rd to the south-west.	



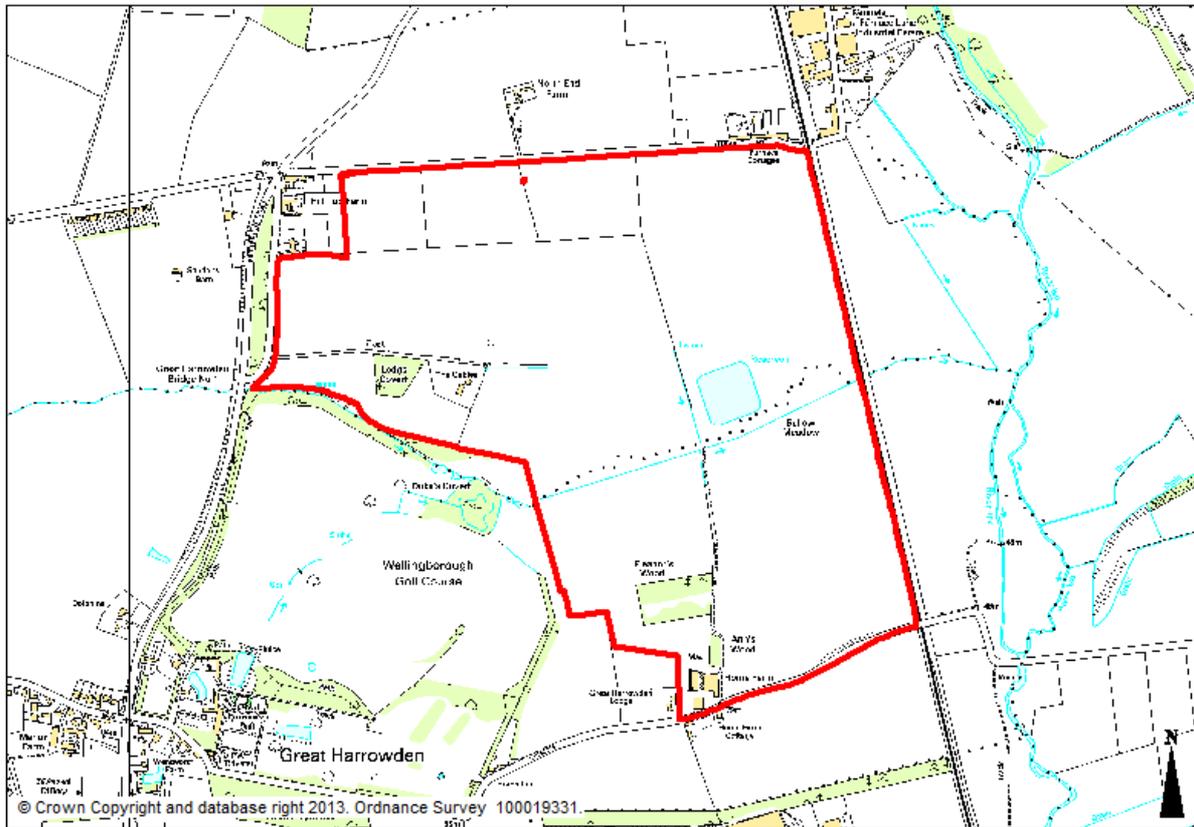
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Criteria	Comments
Proximity to services	Overall, proximity to services is good but Park Farm Way is a barrier to pedestrians and cyclists. The scale of the site, however, could provide an opportunity for on-site provision of some services and facilities. Notwithstanding this, however, there are concerns that the scale of development would be too small to sustain a dedicated bus route. The site does not lend itself to diversion of services due to its narrow width. If connectivity could be achieved with the allocated housing site at Park Farm Way/Shelley Rd and any proposed employment (Appleby Lodge etc) this could help to create a sustainable bus service.
Proximity to a trunk/principal road junction	Site is directly adjacent to A509 and close to A45. Any access would need to take account of the location of access to the site at Park Farm Way
Connectivity to existing urban area	Integration capacity grade D. The A509 is a major barrier, particularly for pedestrians and cyclists. Development in this direction could, however, improve connectivity between the town and the employment area

		at Park Farm and create a more mixed use neighbourhood - it would however need to cross a green infrastructure corridor. Improved connectivity is dependent on development at Park Farm Way/Shelley Road. There is a good, existing cycle network which would be easy to link into. In addition, see above comments regarding the provision of a bus service.
Access infrastructure		Access appears achievable off Mears Ashby Road with significant local improvements required to it and the A4500. In addition, any access provided off the A509 into the land east of Park Farm Way could be tied into this site as well. No obvious access from A4500 without demolition.
Capacity of the highway network		Capacity is significantly restricted at the A4500/Wilby Way and A45/Wilby Way roundabouts and the site is reliant on the upgrading of these junctions and the dualling of Park Farm Way. There are no schemes planned currently, but can be overcome.
Utilities		Full services would need to be provided to the site
Impact of an existing notifiable installation, including pipelines, on the development		Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land		The site includes allotment land
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site located adjacent to the A509 and Park Farm Industrial Estate.
Impact of the development on neighbouring land uses		Industrial development to the north – impact uncertain but unlikely to be significant
Impact on biodiversity		Area of medium biodiversity – No designated site within the development area, although land around Wilby is included within the Nene Valley Nature Improvement Area. Presence of protected species unknown.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		
Impact on visual landscape		Area immediately north of Wilby is of high sensitivity in the RNRP study with the remainder being of medium sensitivity - development would be on land that rises from Wilby northwards towards Park Farm and would be very visible from Wilby
Impact on heritage		Area of medium sensitivity in the RNRP study – the site is located within an area of archaeological activity and an assessment would therefore need to be undertaken. Due consideration would also need to be given to the possible impact on the setting of listed buildings in Wilby.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		Coalescence with Wilby with no established landscape features to establish an appropriate buffer. Would significantly affect the character and setting of Wilby
Flood risk		The site is within flood zone 1
Impact on the use of previously developed land		Development is entirely, or essentially, greenfield
Impact on the quality of agricultural land		Includes Grade 3 agricultural land unclear whether this is 3a or 3b.
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Land owner interest uncertain
Deliverability - Likelihood of site coming forward for development		SHLAA score of 2 – moderate marketability
Total quality		Site not assessed in the SELA
SHLAA category	3	The site has significant constraints - to be considered

		appropriate for development or allocation it must, in part, be clearly demonstrated that these can be overcome
Other considerations		
Electricity pylons form the western boundary of the site		Possible impact on the extent of the developable area
Public footpath crosses the site from Wellingborough across the A509 to Mears Ashby Rd.		Essential to retain and enhance in order to provide an important link into Wellingborough
Summary of Assessment:		
Key positive factors		Key negative factors
Good proximity to services		The A509 is a significant barrier restricting access to the town
Adjacent to the principal road network		Reliant upon significant upgrading of junctions and dualling of Park Farm Way
Proximity to Park Farm industrial estate would enhance the sustainability of the development		Coalescence with Wilby
		Land owner interest uncertain
		SHLAA score of 3 – significant constraints, including moderate marketability

Local authority: Wellingborough	
Site 96: Land at North East Wellingborough (North of Finedon Road Industrial Estate up to Furnace Lane)	
Other references: SELA – W16, WELS - N5, Emerging draft JCS (2012) - 132	
Site Assessment - Employment	
Site Area: ~ 111.6ha	Settlement hierarchy: Growth Town
Proposed development: Employment land and potentially a new academy.	
Site description: The site adjoins land to the south (site 97) which is also being promoted for employment. Furnace Lane forms the northern boundary whilst the railway line is located to the east. The southern boundary is formed by The Slips. Much of the western boundary adjoins the grounds of Harrowden Hall except towards the northern end where it is located close to the A509.	

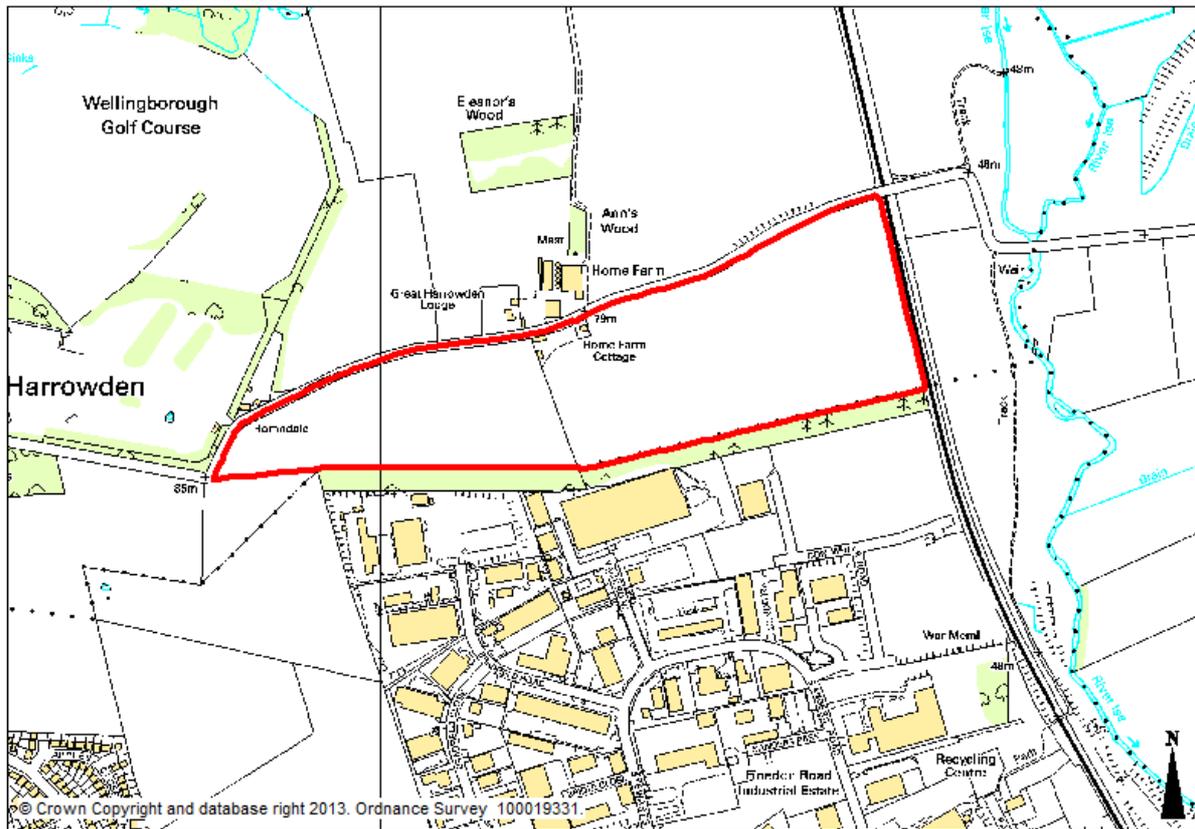


Criteria		Comments
Proximity to services	Yellow	An hourly bus service runs along the A509, local shops are between 1-3 miles.
Proximity to a trunk/principal road junction	Green	Once fully built out, this site would be located 0.8km from the principal road network (A509) via Furnace Lane.
Connectivity to the existing urban area	Yellow	Graded C in urban structures study. Connectivity to the remainder of the town could be problematic particularly for a new academy use.
Access infrastructure	Yellow	This site is bordered by the railway line to the east and as such, potential access is limited to the south and north of the site. Two potential accesses could be achieved - one from the existing Ogee Industrial Estate and one from Furnace Lane. However Furnace Lane would need to be upgraded to allow access for HGVs etc. Traffic management measures to discourage the use of The Slips as an access route would also need to be implemented.
Capacity of the highway network	Yellow	The proposed build out of this development would be reliant on the Isham Bypass and Isham to

		Wellingborough Improvement being delivered due to the scale of the development and need to connect to the local and strategic road network. As part of the Isham Bypass proposals, the B574/A509 junction will be remodelled into Hill Top Roundabout with a Hill Top Road combined footpath/bridleway bridge over the new road and a T-junction connecting onto the spur from Isham. Any intensification of use on Furnace Lane would require consideration in light of these plans.
Utilities		Anticipated that services could be provided.
Impact of an existing notifiable installation, including pipelines, on the development		The north west part of the site is within the consultation zone of a notifiable installation. Development is, however, unlikely to be precluded.
Impact on existing sports and recreation facilities, including allotment land		No impact on existing sports and recreation facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		The site is bordered to the east by the main railway line and to the north west by the A509. Due to the uses proposed, not anticipated that they would significantly impact on proposed development and could be mitigated
Impact of the development on neighbouring land uses		Employment and other active uses could impact on the tranquillity and setting of the golf club. There are residential occupiers on Furnace Lane who would be adversely affected and on Hillside
Impact on biodiversity		The area is predominantly medium sensitivity, but with areas of high sensitivity along a water course and surrounding areas of woodland.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		There are no designated sites of importance. Impact on protected species unknown
Impact on visual landscape		Identified as an area of high landscape sensitivity
Impact on heritage		Predominantly within an area of medium sensitivity, although it borders an area of high sensitivity surrounding Harrowden Hall.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Harrowden Hall is listed Grade 1 and is surrounded by a historic park and garden. The setting would need to be very carefully considered. Development surrounding the whole garden area is likely to adversely affect its setting
Impact on the existing form of the settlement		Development would extend the town significantly northwards in a linear form and distances to the town centre are potentially problematic. Risk of coalescence with Great Harrowden despite the presence of the historic park and garden.
Flood risk		The site is predominantly flood zone 1, however there is an area of flood zone 2 and 3 bisecting the site
Impact on the use of previously developed land		The site is greenfield
Impact on the quality of agricultural land		The site is predominantly Grade 3, but with some grade 2
Impact on the stock of minerals		Not allocated for mineral extraction.
Availability		Interest in developing the site from a willing land owner
Deliverability - Likelihood of site coming forward for development		SELA score of 2 Red delivery score in Wellingborough Employment Land Study
Total quality		SELA scored the site (16W) as poor quality
Other considerations		
Would need significant infrastructure investment		

The eastern part of the site is within a sand and gravel minerals safeguarding area.		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction.
Summary of Assessment:		
Key positive factors		Key negative factors
Interest in developing the site		Potentially adverse impact on neighbouring uses
		An area of high landscape sensitivity
		Potentially adverse impact on the setting of a Grade 1 listed building and associated historic park and garden
		The land is greenfield and would result in the loss of best and most versatile agricultural land
		Identified as poor quality in SELA
		Would need significant infrastructure investment

Local authority: Wellingborough	
Site 97: Land at North East Wellingborough (North of Finedon Road Industrial Estate)	
Other references: SELA - W16, WELS - N1, Emerging draft JCS (2012) - 132	
Site Assessment - Employment	
Site Area: ~ 20.4ha	Settlement hierarchy: Growth Town
Proposed development : Employment land - extension to Finedon Road Industrial Estate	
Site description: The land is located to the north of Finedon Rd Industrial Estate, from which it is screened by a tree belt. The eastern boundary adjoins the railway line whilst The Slips forms the northern boundary of the site.	



Criteria	Comments
Proximity to services	The site is not served by a regular bus service, local shops are between 1-3 miles.
Proximity to a trunk/principal road junction	This site is located around 2km from the principal road network (A509) via Saunders Road or 1.69km via The Slips.
Connectivity to the existing urban area	The site is within a larger sector graded B in the urban structures study. The site would not however connect to any major radial routes or connecting routes. This would lower the score, but development of the site would enable connections to be made to the existing loop running through the industrial estate.
Access infrastructure	Access can be achieved off the existing Ogee Industrial Estate without extensive new infrastructure.
Capacity of the highway network	This development would impact most significantly on Stewarts Road/Saunders Road and Northern Way/Stewarts Road as the access is proposed to link with the existing Ogee Industrial Estate. It is likely it would also impact on the A509 and the town centre junctions within Wellingborough - the extent to which will need to be identified through a site specific transport assessment. However this impact could be met with mitigation and

		schemes for the town centre junctions have already been identified through the Town Centre Area Action Plan.
Utilities		It is anticipated that the necessary services could be provided
Impact of an existing notifiable installation, including pipelines, on the development		The site is not within the consultation zone of a notifiable installation.
Impact on existing sports and recreation facilities, including allotment land		No loss of facilities
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Development not significantly affected. Railway runs along the eastern boundary, but this is unlikely to affect employment development and mitigation is possible.
Impact of the development on neighbouring land uses		Compatible with neighbouring uses as an extension to the existing employment area.
Impact on biodiversity		Within an area of medium biodiversity sensitivity
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		There are no designated sites of importance. Impact on protected species unknown
Impact on visual landscape		Within an area of high landscape sensitivity. Existing Industrial estate is somewhat screened by an existing tree belt.
Impact on heritage		Predominantly within an area of medium heritage sensitivity, although the site borders an area of high sensitivity surrounding Harrowden Hall.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		Harrowden Hall is listed Grade 1 and is surrounded by a historic park and garden. The setting would need to be very carefully considered. Development south of The Slips could potentially be adequately mitigated by planting.
Impact on the existing form of the settlement		Development would represent an extension to the existing industrial estate.
Flood risk		The site is entirely flood zone 1
Impact on the use of previously developed land		The site is greenfield land
Impact on the quality of agricultural land		The site is predominantly Grade 2 with some grade 3
Impact on the stock of minerals		
Availability		Interest in developing the site from a willing land owner
Deliverability - Likelihood of site coming forward for development		SELA score of 2 for larger site – although adjacent to Ogee Business Park (site 15W) which had a score of 5. This site could potentially come forward as an extension to 15W. Anticipated that there could be good demand from the local market. Medium deliverability score in Wellingborough Employment Land Study.
Total quality		SELA scored the larger site (16W) as poor quality but the adjacent small site (15W) as high quality
Other considerations		
The eastern part of the existing tree belt is covered by a Tree Preservation Order		Access would be required through the tree belt, therefore some trees would be lost. Additional tree planting would be required to screen the development
The eastern part of the site is within a sand and gravel minerals safeguarding area.		Proposals would need to be accompanied by a mineral resource assessment in order to determine the viability of prior extraction.
Summary of Assessment:		
Key positive factors	Key negative factors	
The site is available	The site is within an area of high landscape sensitivity	
There could potentially be good demand from the local market	The land is greenfield - development would result in the loss of best and most versatile agricultural land	

**Appendix 7:
Representations on sites assessed in the Draft Strategic Housing and Employment Sites
Background Paper (August 2012)**

Sites in Corby

Brookfield Plantation, Gretton Brook Road, Corby. Proposed resource recovery centre.			Map ref 8
The proposed resource recovery centre is currently the subject of a planning application submitted to Corby Borough Council (ref 13/00027/OUT).			
Criteria	Comments made by GP Planning Ltd on behalf of Gretton Brook Estates (rep no 47)	Proposed response	Proposed amendment (if applicable)
Proximity to services	The proposed 'facilities hub' will provide a range of facilities and a demand led dedicated shuttle bus will provide a link to the town centre and railway station whilst a public footpath will be provided along Gretton Brook Rd. Recent new developments provide services closer to the site than indicated in the background paper	The area is poorly served by public transport. This impact could be mitigated by the provision of the facilities hub and shuttle bus proposed by the promoter together with improved pedestrian and cycling infrastructure, the assessment should be altered to 'amber'.	Change from 'red' to 'amber'.
Proximity to trunk/principal road junction	The distance to the principle road network from the existing access and the proposed site access is 600m and 800m respectively. Accordingly, the site is directly or very close to the principle road network	The site is within 1km of the principle road network as recognised in the assessment. The site ought therefore to be assessed as 'green'	Change from 'amber' to 'green'.
Connectivity to the urban area	Significant improvements to the Green Infrastructure network in combination with a range of other travel planning measures will improve the connectivity of the site to the existing urban area	The assessment is consistent with the findings of the Urban Structures Study	No change
Impact of existing noise/odour on the development	Due to the integral nature of the industrial estate, the likelihood of further waste related developments within the Resource Recovery Park and the presence of intervening woodland there will be no impact on the development from noise and odour.	Whilst existing limitations on Rockingham Motor Speedway are unlikely to prevent significant impact this issue may need to be assessed when considering specific proposals	No change, although reference should be made to the Speedway.
Impact on protected species or a site of wildlife or geological importance	Detailed ecological surveys and consultation with environmental stakeholders has identified that the potential for impact on the ecology is limited and can be mitigated.	Evidence submitted to support the planning application indicates that the impact can be mitigated.	Change from 'red' to 'amber'
Impact on visual landscape	The buildings will be visually contained within the woodland. A detailed landscape and visual impact assessment concludes that the impact of the proposed development on the visual amenity will be negligible.	The RNRP assessment indicates that the area is highly sensitive due to the location of the woodland on an elevated ridge line. Note also the comments made by English Heritage, below.	No change
Impact on listed buildings etc.	Brookfield Plantation was quarried for the extraction of iron ore between 1919 and 1951. As a result of previous ground disturbance there is little or no potential for areas of archaeological interests to remain.	Consultation on the planning application has confirmed that there is little or no potential for areas of archaeological interests to remain. The development may, however, impact upon the significance of Kirby Hall and Rockingham Castle. English	No change

		Heritage has indicated that the extent to which the proposed structures will be visible needs to be clarified.	
Flood risk	The Environment Agency has published a revised flood map which includes the entire site within Flood Zone 1.	Agreed - assessment to be updated based on this latest advice	Change from 'amber' to 'green'.
Total quality	The sustainability credentials of the site should have been scored higher in the SELA	The assessment is consistent with the findings of the SELA	No change
Other considerations – Corby tunnel	The proposals will not impact on the Corby Tunnel which is located outside the development area.	Possible upgrading of the route may result in the need to widen the tunnel which could be affected by the development	No change to colour coding but refer to the possible upgrading works.
Other considerations – highway issues	The development is not reliant on any other sites being brought forward. The primary access road through the development is of a suitable design to be used as a section of the Corby Northern Orbital. In addition, the development parcels will not preclude future connections to the Corby Northern Orbital to the north west of the Brookfield Plantation. A categorization of 'green' (no negative impact identified) should be assigned to the site.	The highway authority has indicated that it is currently considering the transport assessment submitted as part of the planning application. A change from the 'amber' assessment is not therefore considered to be appropriate at the present time.	No change
Other considerations – minerals safeguarding area.	The location of the site within a Minerals Safeguarding Area is not relevant given that the site was previously quarried and is not allocated for mineral extraction	The minerals planning authority has advised that it has no comment to make in respect of the planning application	Change from 'amber' to 'green'

Sites in East Northamptonshire

Rockingham Forest Park. Proposed holiday park			Map ref 51
Criteria	Comments made by GP Planning (rep no 33)	Proposed response	Proposed amendment (if applicable)
N/A	Rockingham Forest Park was discounted at the initial site sieve stage as it is a proposed holiday park and would not contribute towards housing provision. Greater consideration should be given to the employment opportunities that the holiday park would create.	The Plan will allocate housing and employment (B1/2/8) sites of a strategic scale and it is not therefore appropriate to consider the allocation of a site for a holiday park. This does not, however, preclude the site from coming forward for development where it is in accordance with the policies of the development plan.	No change

Kettering South

Corby South East. Proposed residential/employment land		Map ref 9	
In response to consultation on the Emerging Draft Plan the agents submitted an ecological appraisal, a landscape and visual appraisal and a technical note in relation to highway matters.			
	Comments made by Marrons on behalf of Boughton Estate and Buccleuch Property (rep no 111)	Proposed response	Proposed amendment
Proximity to services	The technical note indicates that the town centre is ~ 1.7 miles away whilst the nearest local shops at Oakley Vale include a supermarket, pharmacy and nursery. A large Lidl supermarket on Oakley Road is also ~ 1.4 miles from the site. There is also a 30 minute	There are a number of footways and bridleways which provide connectivity to Lyveden Road and Oakley Road. However this is subject to the UB17 being upgraded as it currently is unsurfaced and not lit and is not therefore a realistic route during wet conditions or	Change from 'red' to 'amber' and refer to the need for mitigation measures to be introduced

	frequency bus stop within 0.8 miles of the site. On this basis, the grading should be revised to 'amber'.	after dark. Similarly, upgrading of GT13 and UB7 and the railway bridge would be necessary.	
Proximity to trunk/principal road	It has been agreed with NCC that a future at-grade connection to the Corby Link Road will be permitted. On this basis the grading should be revised to 'green' as access will be directly or very close to a trunk or principal road junction.	NCC has advised that it has not agreed to allow future vehicular access for the development from an at-grade roundabout	No change
Connectivity	Connectivity to urban area should be 'amber' as there are a number of opportunities for connections to the urban area and facilities in Little Stanion.	The site is detached from the existing built up area of Corby and although routes could be created at certain points into Oakley Vale this would not provide direct links to the rest of the town.	No change
Access infrastructure	Access can be achieved from the Corby Link Road and the grading should therefore be revised to 'amber'	See above response to 'proximity to trunk/principal road'. Alternative access points, such as the connections over the railway line to the west and to Eurohub in the north, are potentially feasible. Pending further work, however, the assessment should remain as 'red'.	No change
Capacity of highway network	The assessment should acknowledge the benefits of the Corby Link Road	Corby Link Road is acknowledged in the assessment.	No change
Utilities	The assessment should be green not amber. Provision will be easy to achieve at reasonable cost due to the close proximity to development to the east.	No evidence provided to support an alteration to the assessment.	No change
Impact on listed buildings, conservation areas etc	Should be 'green' as archaeological assessments are a standard requirement	The Scheduled Monuments Record indicates that the archaeological value of the site will require further investigation. No evidence has been supplied to show there is low archaeological value so existing assessment is appropriate.	No change
Impact on settlement form	The text should reflect the conclusion in the landscape and visual appraisal that the issue of visual coalescence with Little Oakley is likely to be minor.	The JPU assessment concludes that the development would have a 'neutral' impact on the existing form of the settlement.	No change

Land south of Great Oakley. Proposed residential land			Map ref 21
Criteria	Comments made by Great Oakley and Rockingham Castle Estates (rep no 56)	Proposed response	Proposed amendment (if applicable)
General comment	The land is suitable, available and deliverable as a strategic housing site and would form a logical extension to Corby.	No evidence supplied to alter the assessment of the site and therefore no change to assessment required.	No change

Desborough West. Proposed residential and employment land			Map ref 33
Criteria	Comments made by Midlands Cooperative Society Ltd (rep no 120)	Proposed response	Proposed amendment
N/A	Concern that the figures for housing growth in Desborough are based on	This is not the case. While the Options Paper did include the housing figures	No change

	the Kettering Borough Site Specific Proposals LDD – Option Paper.	for Desborough these were based on background work in the preparation of the JCS.	
Quality of agricultural land	Agricultural land classification for Desborough North and Desborough West should be the same as they are both agricultural land.	Although both are agricultural land the assessment is based on the grade of agricultural land. Desborough North is predominantly grade 4 land and therefore is assessed as green whereas Desborough West is grade 3 and therefore assessed as red in accordance with the site assessment methodology.	No change
N/A	Additional development in Desborough should be focused on Desborough West rather than the smaller more dispersed sites in the Kettering Borough Site Specific Proposals LDD to deliver infrastructure improvements which could not be achieved from smaller sites.	While the smaller sites alone will not provide strategic infrastructure these developments will contribute towards infrastructure provision through S106 and CIL. Smaller sites are required to provide housing delivery to meet requirements in the shorter term as SUE's have a much longer lead in and development timeframe.	No change
N/A	Development of Desborough would be more appropriate to the south and west. Development to the west would provide a close-grained, sympathetic and mixed use extension to the town. Development to the south of the town provides the opportunity to create a high quality urban edge and is well connected to the town centre.	Development west of the town was considered in detail through the preparation of the Rothwell and Desborough Urban Extension AAP and this assessment process compared the site and identified Desborough North as the best location for a SUE. The assessment of the area south of the town referred to in the Urban Structures Study as 3b is not of a scale to be included in the JCS but will be considered through the Kettering Site Specific Proposals LDD. There is another area to the south of Pioneer Avenue which has not been included in the Strategic Housing and Employment Sites background paper as the SHLAA yield is 350 this site will be considered through the Site Specific Proposals LDD.	No change
N/A	The housing and employment provision at Desborough is not properly informed by the Urban Structures Study.	The assessment of sites recognises the findings of the Urban Structures Study through the assessment of connectivity to the existing area. This is one of the many criteria which have been used to assess the suitability of sites and cannot be used in isolation.	No change
Criteria	Comments made by Desborough Town Council (rep no 57)	Proposed response	Proposed amendment
N/A	Concerned about the inclusion of Desborough West and Humfrey's Lodge in the background paper.	The sites are included in the background paper because they have been promoted for development and therefore need to be assessed as potential options. Neither site has been progressed as an allocation.	No change

Kettering North. Proposed employment land	Map ref 42
In response to consultation on the Emerging Draft Plan the agents submitted an ecological appraisal, a landscape and visual appraisal and a technical note in relation to highway matters.	

	Comments made by Marrons on behalf of Boughton Estate and Buccleuch Property (rep no 111)	Proposed response	Proposed amendment
Proximity to services	The background paper states that a bus route is provided “on a better than half hour basis”, meeting the ‘green’ scoring criteria. In addition, the technical note indicates that convenience shops are only 0.7 miles from the centre of the proposed site, at Brambleside Shopping Centre. In addition, the adjoining North Kettering Business Park will include provision for a convenience store. The assessment of the site should therefore be revised to ‘green’	The bus link is dependent on the X4 being diverted some distance. Local convenience shopping is located within a walkable distance, although this is via an uncontrolled crossing on the A43 and on a relatively isolated footpath. In addition, there is no certainty that a convenience store will be developed on the adjoining site. Therefore at this stage there are still some issues which need to be resolved before a ‘green’ rating is warranted.	No change to the colour coding, but amend the text to better reflect the current position.
Connectivity	The background paper fails to acknowledge that the A43 will be de-trunked following completion of the Corby Link Rd resulting in significantly less traffic to the south of the site. Mitigation measures can be implemented to provide safe/accessible crossing points into existing footpaths to the south of the site. Contrary to the background paper text, two public rights of way connect the site to north Kettering. Connectivity should be upgraded from red to amber.	The Corby Link Road will bring capacity benefits to the existing A43 to the south of the site. Equally, however, Kettering East and the Weekley/ Warkton Bypass may result in an increase of flows along this section of road.	No change to the colour coding, but amend the text to refer to the footpaths
Access infrastructure	There are a number of potential access points to the A43. In addition, there is the potential to incorporate a controlled crossing providing a safer crossing for pedestrians wishing to access the site from Brambleside.	It is agreed that there are a number of opportunities for access from the A43. The technical note provided by the promoter, however, is not a transport assessment and until such time as further work is undertaken the ‘amber’ score is considered appropriate.	No change
Capacity of highway network	Whilst the ‘amber’ score is agreed, the benefits of the Corby Link Rd in improving the capacity constraints on the A43 to the south of the site should be recognised.	The Promoter agrees with the assessment. It is agreed that the Corby Link Road will bring capacity benefits to the existing A43 to the south of the site, however equally Kettering East and the Weekley/ Warkton Bypass may result in an increase of flows along this section of road.	No change to the colour coding, although the text should be amended to reflect the potential impact on the adjoining A43 arising from the Corby Link Rd and Kettering East
Utilities	The provision of utilities will be very easy to achieve at reasonable costs and the score should therefore be changed from ‘amber’ to ‘green’.	The promoter has not supplied any evidence in support of the statement that utilities could be provided easily and an ‘amber’ score therefore remains appropriate.	No change
Impact on neighbouring land uses	The development would be consistent with uses on the neighbouring North Kettering Business Park and the assessment should therefore be revised from ‘amber’ to ‘green’.	Although development would be compatible with the North Kettering Business Park it would be less compatible with the adjacent historic assets and wildlife sites and therefore the assessment should remain at amber.	No change to the colour coding, although the text should be amended to refer to historic/wildlife assets.
Visual	The Landscape and Visual Appraisal	The score of ‘red’ reflects the	No change

landscape	indicates that views in and out of the site are very limited due to the existing topography and mature vegetation. Any development will be screened from Warkton and Boughton House and will not significantly impact upon them visually. The score should be upgraded to 'amber' from 'red'.	RNRP assessment of the area. Notwithstanding this, English Heritage has concluded that development would cause harm to the setting of highly graded heritage assets including Boughton Hall and park (Grade I) and the conservation areas of Weekley and Warkton. It is, however, anticipated that mitigation measures will be possible and this is reflected in the 'amber' assessment given to the potential impact on heritage assets.	No change
Heritage	Development would not have an impact on any of the designations identified and the assessment should be revised from 'amber' to 'green'.		
Previously developed land	The site should be considered as quasi-greenfield in recognition that the previous use of the majority of the site was as a quarry. The site should be classified as 'amber' rather than 'red'.	The site accords with the definition of greenfield land and no change should therefore be made to the score.	No change
Quality of agricultural land	The land is not high quality agricultural land and the score should be changed from red to green.	A large proportion of the land is grade 4 and it is therefore unlikely that development would result in the loss of best and most versatile agricultural land. The score should therefore be amended to 'green'.	Change from 'red' to 'green' and refer to the fact that a large proportion of the land is grade 4.

Kettering South. Proposed employment land			Map ref 43
Criteria	Comments made by Northamptonshire County Council (rep no 30), Kettering Borough Council (rep no 137) and Nene Valley NIA	Proposed response	Proposed amendment (if applicable)
Availability	<p>30 - Disappointed that the site has not been included in the Plan. Confirm that the site is being actively promoted by the County Council.</p> <p>137 - The site is identified within the Strategic Employment Land Assessment as a potential strategic site and may be deliverable.</p>	NCC is now pro-actively promoting the site and is to commission a range of studies to support a planning application for its development.	Update background paper to indicate that the site is being actively promoted. Change colour coding from 'amber' to 'green'
Impact on protected species or a site of wildlife or geological importance	Nene Valley NIA - The eastern most part of the site has been identified as a biodiversity opportunity for wet grassland and part of it has been identified as a potential wildlife site. Development should include buffering of the watercourse and linking of small woodlands.	No change to scores but if the site is progressed the development principles should reflect these comments.	Update comments.

Kettering Hub. Proposed residential/employment land			Map ref 45
Criteria	Comments made by Thorpe Malsor and Glendon Estates (rep no 98)	Proposed response	Proposed amendment (if applicable)
Availability	The site should be added to the list of strategic sites as contingency provision. The land is available for development. Connectivity and access issues could be overcome.	Background paper should be updated to show site is available. While the representation states that access and connectivity issues could be overcome no evidence is provided to show how this could be achieved and therefore no change to the assessment is required.	Update comments to confirm that the site is available. Change colour coding from 'amber' to 'green'

Stanton Cross (east of WEAST) Wellingborough. Proposed residential and employment land			Map ref 71
Criteria	Bovis Homes and Wellingborough East Landowners Group (rep no 62) and Hampton Brook (rep no 104)	Proposed response	Proposed amendment
Proximity to services	104 - The proposal should not be rated as having good proximity to services as this will depend on the form of master planning and potentially significant alterations to the existing approved master plan. The site should be graded 'amber' rather than 'green'.	For the purposes of this assessment it has been assumed that development will be delivered in accordance with the approved masterplan, planning conditions and S106 agreement.	No change
Connectivity to the existing urban area	62 - The site should be graded 'green' as the master plan for WEAST took account of the potential of the site to ensure that future development would be fully integrated and well connected. 104 - Welcome the recognition that infrastructure might need to be reconsidered to ensure that it provides connections and has capacity to provide for further expansion. This should not, however, be permitted to defer still further the delivery of infrastructure needed to enable a start of development to be obtained.	No evidence has been submitted by the promoter to demonstrate that this is a site that should be defined as one with the best possible integration and an 'amber' rating is therefore appropriate.	No change
Access infrastructure	104 - Unlikely that another access onto the A45 can be achieved. Existing proposals for connection at Ditchford Lane will need to be significantly upgraded and this criterion should therefore be assessed as 'amber'.	Extensive infrastructure has been agreed as part of WEAST, including a connection at Ditchford Lane. The commentary in the background paper should have indicated that this would need to be upgraded. This development should be the final phase of WEAST and would be reliant on Route 7 and associated flood mitigation works. A transport assessment will determine any further access infrastructure required. The WEAST development will deliver an adequate number of access points to provide for the development and a 'green' rating is appropriate.	No change to colour coding. Update comments to clarify the position regarding access to the A45.
Capacity of the highway network	62 - The development would utilise the highway infrastructure provided by WEAST and would not require further rail or river crossings. It should therefore be graded 'green' rather than 'amber'. 104 - The capacity to accommodate a further extension has not been tested and cannot be relied upon to operate satisfactorily without extensive further upgrading - a cautionary assessment is therefore appropriate. Further mitigation is likely to be required to A45/ 509 Wilby Way junction.	Whilst the highway infrastructure required for WEAST would be utilised by the proposed extension, the extent to which further mitigation measures may be required is uncertain.	No change to the colour coding. Update comments to refer to the possible need for further mitigation measures.
Utilities	62 - The site should be graded 'green' as it would use the infrastructure provided by WEAST 104 - To warrant a cautionary (amber) assessment there would need to be certainty that infrastructure delivered as part of Stanton Cross will have sufficient surplus capacity to support the development.	The site is currently assessed as 'amber'. No evidence has been submitted to indicate that the utility companies consider that it would be very easy to service the site and a precautionary approach ('amber' assessment) therefore remains appropriate and consistent with the assessment made in respect of other sites.	No change
Impact on	62 - The site should be graded 'amber' as	Site assessed as being of 'medium'	Amend colour

biodiversity	development would not impinge on a designated site and significant green infrastructure benefits can be provided.	sensitivity in the 2011 SHLAA - the scoring should be amended accordingly. The opportunities for biodiversity enhancement referred to by the promoter should be recognised.	coding from 'red' to 'amber'. Update the comments to refer to the potential for biodiversity enhancement.
Impact of the development on a protected species/site	104 - No clear evidence whether this proposal would impact on protected species however the scale of the extension and the diverse nature of the areas it comprises would make some adverse impacts likely.		
Impact on landscape	62 - The site should be graded 'amber'. Whilst the development would have some impact on the landscape, appropriate mitigation can be provided. 104 - Potential for visual coalescence with Irthlingborough and Rushden. This should not be regarded as an overriding constraint although it is likely to reduce the overall capacity of the area	Overall, the site was assessed as being of 'high' sensitivity in the 2011 SHLAA. No evidence provided to support an alteration to the assessment.	No change
Impact on heritage	104 - The site cannot be rated positively until a heritage assessment has concluded that it is free of heritage value. At best this site warrants an 'amber' assessment	The area is a mix of medium and low sensitivity. The site is located within an area of archaeological activity and a heritage assessment would be required.	Amend colour coding from 'green' to 'amber'.
Impact on listed buildings	62 - The site should be graded 'green' as it will not directly or indirectly affect any listed building etc.	The site is in close proximity to listed buildings at Carol Spring Farm. No evidence provided to support an alteration to the cautionary (amber) assessment.	No change
Impact on the existing form of the settlement	104 - The proposal would extend the urban edge of Wellingborough from the town centre to a distance of over 4km to the east and 3.8km to the north-east as the crow flies. Wellingborough ceases to be a compact town and the travel distances are significantly greater than the distances arising from Wellingborough North and Prospect Park (and indeed Stanton Cross) which are no further than 2.8km from the town centre. This criterion should therefore be graded 'red'.	The proximity of the development would take development closer to Finedon, Irthlingborough and Rushden, resulting in the need for appropriate mitigation measures which may necessitate a reduction in the extent of development. Notwithstanding this, however, the area is within what would normally be considered a cyclable distance to the town centre. This could be made an attractive option through the improvement of on road routes and expanding or improving the green infrastructure routes as explained in the Urban Structures Study.	No change
Flood risk	62 - the site should be graded 'green' as the development can be contained on land that is entirely within Flood Zone 1	Noted - Part of the site is, however, within flood zones 2/3 and therefore has been assessed as 'amber' in accordance with the definition in the background paper.	No change
Availability	104 - The site is in multiple ownership and tenancies	There is interest in developing the site and willing land owners. As a consequence, the site has been assessed as 'green'.	No change
Deliverability	62 - The site should be graded 'amber'. Whilst delivery is dependent on the prior development of WEAST the latter is expected to be completed by 2026, leaving scope for further development before the end of the plan period.	The site allocation in the Borough of Wellingborough Local Plan includes additional capacity beyond the 3,125 dwellings for which planning permission has been granted and development of the proposed extension is not therefore anticipated during the Plan period. As a consequence, the site has been assessed as 'red'.	No change
Total quality	62 - Having regard to the overall assessment the site should be graded 'green'	The total quality score of 'red' is taken from the SELA and refers to the overall potential of the site for employment	No change

	104 - This properly reflects the fact that the emphasis of the Plan as reflected in SELA is to provide deliverable sites that will help Wellingborough address its immediate economic and social needs. This proposed extension does not contribute to that and could cause further delay and cost in the delivery of Stanton Cross	purposes. No evidence has been provided in support of an alternative conclusion and, as noted above, the development of this area is not anticipated during the Plan period.	
SHLAA category	104 - Agreed in principle however there has been no substantive progress with the delivery of Stanton Cross since the grant of outline permission in 2008. Accordingly, the site can make no contribution to the SHLAA, especially as it is acknowledged that without Stanton Cross it is an isolated site in open countryside.	The SHLAA category (4) indicates that the site could contribute to the continued development of the urban extension. It is, however, unlikely that the extension could come forward to meet housing requirements in the Plan period (see response to 'deliverability', above).	No change
Other considerations			
Highways	104 - Unless there is clear certainty that proposed highway routes either have further capacity or that such capacity can be created at a later date, the overall consideration for highways should be 'red'.	This site has been assessed on the premise that WEAST highway infrastructure will be in place. Further work will be required to outline the extent to which additional capacity may be required and therefore an 'amber' assessment of 'capacity limited, or insufficient capacity, but constraints can be overcome' is still appropriate.	No change

Prospect Park (west of Wilby Way) Wellingborough. Proposed residential and employment land			Map ref 70
In response to consultation on the Emerging Draft Plan the agents submitted several reports including a Flood Risk Assessment, a Utilities Statement, an initial Transport Assessment, an Ecological Summary, a Green Infrastructure Statement, an Urban Structures and Masterplan Statement and Supporting Representations.			
Criteria	Comments made by Hampton Brook (rep no 104)	Proposed response	Proposed amendment
Proximity to services	The site has good proximity to services as indicated by the <i>Transport Assessment</i> . Proposals include on-site provision for a local centre, primary school and local leisure facilities. Existing services/facilities in close proximity include a hotel, public house and childcare facilities at Bourton Way and Sainsbury's at Northampton Rd. Stagecoach East is happy to assist with the provision of a bus service to the site which could operate every 30 minutes and serve other areas such as Cotswold Drive. Other extant services include a flagship service (X4) operating through Wilby. Proximity to local services is therefore 'good'.	The work commissioned by the promoter demonstrates that, subject to improvements, services are within a walkable distance. There are, however, concerns regarding the viability of a bus service over the long term as the route to the town centre is likely to be used by other services, thereby reducing potential revenue. Whilst the X4 offers a better modal shift option the Wilby stop (Mobile Home Park) is >400m from the proposed development.	Amend colour coding from 'amber' to 'green'.
Connectivity to the existing urban area	Strongly disagree with the assessment. The <i>Transport Assessment</i> proposes works to the A509 to change its character through reducing traffic speeds, environmental enhancements, active frontages and humanising this approach into the town. Potential also exists for an underpass to connect into the existing green corridor from the town centre providing a continuous link out to Local Corridor 7a of the GI Strategy at the site.	There are major connectivity issues which would necessitate significant investment as outlined in the promoter's response. A connectivity score of 'red' remains justified.	No change.

	<p>There are footways adjacent to each side of Northampton Road. On the north side of Northampton Road/east of Sainsbury's there is a north-south footway/cycleway linking to Park Farm industrial estate. There are 2 public footpaths passing through and adjacent to the site connecting existing settlements to the site and to the wider countryside, including the Nene Valley.</p> <p>Overall, there is a comprehensive network of footpaths, footways and cycleways linking the site to key travel generators and an 'amber' or 'green' assessment is justified.</p>		
Access, infrastructure	<p>Vehicular access is proposed off a new roundabout at the Wilby Way/Cotswold Drive junction. This will provide a significant benefit to the existing Wilby Way housing estate, providing an exit from the estate without using the Bourton Way arm of the A45/A509 roundabout. NCC has confirmed the suitability of the access arrangements proposed.</p>	Noted	No change to the colour coding, although the commentary should be updated
Capacity of the highway network	<p>Planned improvements to the A45/Wilby Way roundabout and approach roads by the HA will not cater for all growth within the Plan period. Further improvements can be facilitated by the Prospect Park development, both in terms of the land required to deliver the scheme and with financial contributions towards its delivery. In addition, the new A509/Cotswold Drive roundabout can accommodate all predicted background and development traffic as can the A509 (Wilby Way)/Northampton Road junction.</p>	Noted	No change
Utilities	<p>The <i>Utilities Report</i> indicates that there is sufficient capacity without exceptional service reinforcements being required.</p>	<p>The Utilities Report indicates that existing mains services (gas, water, electricity and telecoms) are located adjacent to the site in Wilby Way; Main Road, Wilby; and the housing development east of Wilby Way. Whilst it indicates that demand assessments have been undertaken, the report is not accompanied by information from the utilities companies to confirm that the site would be 'very easy or easy to service'.</p> <p>The report also identifies two further constraints (a large diameter water main along the northern part of the site, generally parallel to Swanspool Brook, and a high pressure gas main which crosses the southern part of the site, running northwest – southeast to the A45). Whilst it is envisaged that these constraints can be mitigated, they should be referred to in the site assessment.</p>	<p>No change to the colour coding.</p> <p>'Impact on an existing notifiable installation' should, however, be changed from 'green' to 'amber' to highlight the gas main but indicate that this is unlikely to preclude development.</p> <p>In addition, the water main should be listed under 'other considerations' and assessed as 'amber' to indicate that it is not expected to</p>

			preclude development.
Impact of existing noise or odour	Proposals will provide a solution to noise mitigation. Improvements to the free flow of traffic arising from the contribution of the scheme to highway improvements should also improve air quality	The existing assessment indicates that it should be possible to mitigate the impact.	No change
Impact on neighbouring land uses	Appropriate mitigation measures include a comprehensive landscaping scheme, the provision of open space for formal and informal recreation as well as an approach to master planning the development that respects the landscape setting, has regard to existing communities – both Wilby village and the developed part of Wellingborough east of Wilby Way.	The proposed mitigation measures are noted. See comments in relation to visual landscape and existing form of the settlement.	No change
Impact on protected species or on a site of wildlife or geological importance	No designated sites of importance within the site area and no evidence of protected species (evidence of water voles within Swanspool Brook is, however, inconclusive). The habitat is potentially suitable for badgers/bats. Opportunities to encourage protected species particularly along Swanspool Brook by the creation/proper management of habitats. Overall an increase in biodiversity is likely to be capable of being secured as a result of development	The site is located within the Nene Valley Nature Improvement Area and biodiversity enhancements as part of a waterside country park are welcomed. There is previous evidence of water voles in Swanspool Brook.	No change to colour coding. Refer to water voles and proposals to increase biodiversity.
Impact on visual landscape	Sainsbury's creates a continuous built development bridging the green gap between Wellingborough and the edge of Wilby. In addition Wilby Way appears as an urban road whilst housing off Cotswold Drive is visible from the edge of Wilby. Whilst inter-visibility would result between the proposed development and Wilby the effect of development would not dominate Wilby in an area where there are often views across valleys to nearby towns. In addition, a range of measures are proposed to reduce the landscape impact. Overall the area proposed for development is not so sensitive as to justify not allocating it. The criterion should be assessed as 'amber'.	The landform is such that development would be very prominent when viewed from Wilby and would result in visual coalescence. Whilst mitigation could soften the impact it could not avoid it. A score of 'red' remains justified.	No change to colour coding. Reference should, however, be made to the package of mitigation measures proposed by the promoter.
Impact on the existing form of the settlement	In addition, a range of measures are proposed to reduce the landscape impact including physical separation with Wilby. Overall, the development would not have any adverse effect on the setting of Wilby and this criterion should be assessed as 'amber'.	Wilby adjoins agricultural land to the north, south and west which maintains the rural character of the settlement. Development to the south would introduce a more urban character and whilst a strategic gap could be maintained along Swanspool Brook to ensure physical separation, the landform rises away from the village with the result that views of the development would be prominent.	No change to colour coding. Further emphasise the significant adverse impact that development would be likely to have on the existing form of Wilby.
Flood risk	Based on detailed flood mapping/flood levels there is no probability of the scheme being liable to flooding. The geological records indicate that the site is suitable to support SUDS. This criterion should be assessed as 'green'.	There is a moderate risk of flooding along the Swanspool Brook and whilst the affected area represents only a small percentage of the site the 'amber' assessment is appropriate.	No change
Quality of agricultural land	The proportion of land within Grade 2 is relatively small and the score should be amended to 'amber'.	The site includes the loss of grades 2 and 3 agricultural land (although it is not known whether the grade 3 land is	No change

		3a or 3b. The existing assessment ('red') is therefore correct.	
SHLAA category	This site does not have significant constraints. The 2009 SHLAA assessed a larger site at Wilby Way as category 2 ("sites facing more significant constraints than the best-scoring sites but which still appear to be achievable/deliverable"). There is no evidence to support a different conclusion	Whilst the comments supplied are useful and in many cases accepted, it does not necessarily alter the category green/red/amber shown in the assessments as these must be judged in accordance with the criteria set out in the background paper (pg 27-29). These criteria are used to make the assessment as objective as possible and to ensure consistency across sites. The assessment clearly indicates that there are significant constraints relating to this site.	
There are two public footpaths which cross or adjoin the site between the A45 and Wilby.	These routes have been incorporated in the master plan to enhance links to existing network and improve access to the countryside.	It is agreed that the footpaths provide an opportunity to enhance connectivity	Change colour coding from 'amber' to 'green'.

Land west of Wellingborough (between Wilby and Park Farm industrial estate). Proposed residential and employment land.			Map ref 77
Criteria	Comments submitted by Hampton Brook (rep no 104)	Proposed response	Proposed amendment
Proximity to services	This area does not have good proximity to services. It is unlikely that it could rely upon existing local services as its social and cultural identity as an urban extension will be significantly different to that of the established village community. The only connection across the A509 is an uncontrolled, at-grade crossing at the Northampton Rd roundabout with no scope to extend the pedestrian link direct to the undeveloped land. In the light of established constraints, the lack of on-site or realistic services within proximity and noted concerns regarding public transport, this site should be assessed as 'red'	The assessment is based on the proximity to services which is potentially good (colour code 'green'). It is, however, recognised that integration of the site is problematic and this has been recognised in the assessment of connectivity (see below)	No change
Proximity to a trunk/principal road junction	It is uncertain as to whether a separate access could be formed to this site – there is no scope for access from existing roundabouts on Park Farm Way and no other junction. Whilst additional funding from this site would assist in delivering highway improvements it is unlikely to be able alone to make up the shortfall in planned improvements and could not realistically be brought forward without Prospect Park which is the only scheme which can assist the Highways Agency through a combination of providing land required and making proportional financial contributions. Accordingly, in isolation this scheme should be assessed as 'red'.	The assessment is related purely to the proximity to the principal road network and not to other issues such as highway capacity which this response refers to. This site abuts the principal road network and has therefore been assessed as in very close proximity (colour code 'green')	No change
Connectivity to the existing urban area	Whilst there is an existing footpath crossing the A509 this is at-grade at a potentially dangerous location. There do not appear to be good cycleway links. Whilst there would be potential for residential development to be	The A509 is a major barrier, particularly for pedestrians/cyclists. Development at Park Farm Way/Shelley Way could create possible connections. The Urban	Amend colour coding from 'amber' to 'red' and refer to Park Farm Way/Shelley

	linked to Appleby Lodge, the site would remain significantly isolated from the rest of the built up area. The site should be graded 'red'.	Structures Study assessed the integration capacity as 'D' and the assessment should therefore be revised to 'red'.	Rd in the text.
Access infrastructure	Whilst the site could be accessed from Mears Ashby Rd this would draw all traffic through Wilby which would not have capacity to accommodate it and which would probably be unacceptable to the local community. Any connection with Appleby Lodge would risk the routing of HGV traffic through Wilby which would also be fundamentally unacceptable. Accordingly, this scheme should be assessed as 'red'.	The most acceptable access point would be from the A509 to discourage traffic through Wilby. An amber assessment relates to the access arrangements being 'unsure' at present which would remain the case until further work is undertaken.	No change
Capacity of the highway network	Notwithstanding that highway capacity can always be provided if sufficient funds are available in the absence of any programmed works this scheme should be assessed as 'red'.	The HA has secured 'pinch point' funding to improve Wilby Way Roundabout. It is agreed that further improvements will be required at this junction going forward. The form of these improvements are still being considered by the HA. Schemes such as dualling of Park Farm Way and other capacity improvements in this area are not currently planned but do present a solution and therefore the assessment reflects this.	No change
Impact on existing sports and recreation facilities, including allotment land	The site incorporates existing allotments	Agreed	Amend the colour coding from 'green' to 'amber' and refer to the allotments in the supporting text.
Impact on neighbouring land uses	Unlikely to be significant given the nature of existing users and the existing extensive landscape and environmental buffer. Notwithstanding this a cautionary approach is appropriate	Agreed	Amend the comments to indicate that the impact is unlikely to be significant.
Impact on biodiversity	No evidence to suggest that this is likely to be an area of low biodiversity. In the absence of a detailed assessment the site should be assessed as 'amber'.	The broad location is defined as an area of medium sensitivity in the RNRP study.	Amend the colour coding from 'green' to 'amber'
Impact on protected species or sites of wildlife or geological importance	In the absence of a site-specific assessment and given the range of potential habitats the site should be assessed as 'amber' or 'red'.	There are no designated sites within the development area, although land around Wilby is included within the Nene Valley Nature Improvement Area. Presence of protected species unknown. The area should therefore be assessed as 'amber'.	Amend the colour coding from 'green' to 'amber'
Impact on visual landscape	Development could have a significant actual or visual encroachment on Wilby and should be assessed as 'amber' or 'red'.	The RNRP study indicates that the area immediately north of Wilby is of high sensitivity with the remainder of the site being of medium sensitivity. The SHLAA indicates that, overall, this is an area of medium sensitivity. Development would be on land that rises from Wilby northwards towards Park Farm and would be very visible from Wilby. The area should therefore be assessed as 'red'.	Amend the colour coding from 'amber' to 'red' to reflect the area of higher sensitivity around Wilby
Impact on heritage	There is no evidence to indicate that this is likely to be an area of low sensitivity – whilst there are no listed buildings etc on the site,	The RNRP study indicates that this is an area of medium sensitivity. In addition, there are a number of	Amend the colour coding from 'green' to 'amber'

	there may be other historic environmental assets which will need to be assessed for their significance. As such the site should be assessed as 'amber'.	listed buildings in Wilby which could potentially be affected by development.	
Impact on listed buildings etc.	Noted, however we do not consider that any listed buildings would be affected		
Impact on the existing form of the settlement	The absence of topographic or established landscape features, the extension of Wilby along Mears Ashby Road and the likely reliance on the A4500 as a primary route connection would have a very significant effect on the character and integrity of Wilby and its community.	Coalescence with Wilby with no established landscape features to establish an appropriate buffer. Would significantly affect the character and setting of Wilby	Amend the comments to further emphasise concerns regarding coalescence.
Deliverability - likelihood of site coming forward for development	There is no evidence that all or any part of the site is available. The site should be assessed as 'red'.	This particular criterion relates to likely market demand rather than availability	No change

Appleby Lodge, Wellingborough. Proposed employment land			Map Ref 74
In response to consultation on the Emerging Draft Plan the promoter submitted a site promotional document which included an ecological assessment, a landscape and visual assessment and a heritage assessment. The site is currently the subject of a planning application submitted to the Borough Council of Wellingborough (ref 13/00027/OUT).			
Criteria	Comments made by Prologis (rep no 83) and Hampton Brook (rep no 104)	Proposed response	Proposed amendment
Proximity to services	<p>83 - Proximity to Park Farm Industrial Estate provides the opportunity for the transport strategy to benefit a wider area. It is inappropriate to score the site 'red'.</p> <p>104 - The viability of new employment provision is significantly influenced by the availability of supporting facilities to promote the welfare of employees and the conduct of business. Whilst there is an existing Health Club at Park Farm there are no other supporting facilities within or in proximity to the site. The viability of public transport also needs to be considered.</p>	<p>Park Farm does not support a bus service. The nearest route is the W1 which serves Queensway. Diverting this service is challenging due to the road layout which does not offer good permeability. Nevertheless, there is the potential to deliver a solution in conjunction with Park Farm.</p> <p>New pedestrian/cycle routes will be vital to securing good connectivity and subject to viability local services/facilities could be provided.</p> <p>The assessment should therefore be revised to 'amber'.</p>	Amend the colour coding from 'red' to 'amber'.
Proximity to a trunk/principal road junction	<p>83 - The site has good proximity and there are no negative impacts associated with this. This criterion should therefore be 'green'.</p> <p>104 - Whilst Park Farm is well established as a business location the lack of direct visibility to a principal road is a major constraint on the marketability of plots. There is a predominance of manufacturing uses requiring immediate access to the principal highway network for supply and distribution. Appleby Lodge is likely to attract similar users which reflect only a part of the market for new employment space.</p>	Whilst the site is 'in good proximity' to the principal road network, it is not located within 1 km of it, which is required for it to be assessed as 'green'. The 'amber' assessment should therefore remain.	No change
Connectivity to the existing urban area	104 - The nearest housing is >1200m away Distance to housing is likely to be a major factor militating against modal shift for journey to work trips. Given the integration capacity grade D rating this site should be graded 'red'.	The integration capacity should be grade C.	Amend the integration capacity to 'C'.
Access	83 - Technical work has established that a	Since the assessment was carried	Amend the colour

infrastructure	<p>single roundabout (Sywell Rd junction) and emergency access can provide sufficient and appropriate access to the development.</p> <p>104 - Until it is clearly established that the site can be provided with suitable access and that the connecting highways and junctions have capacity to accommodate growth this criteria should be assessed as 'red'.</p>	<p>out, technical work commissioned by Prologis has been discussed with the County Council. The proposal appears to be a viable option, and on this basis the score should be altered to 'green'.</p>	<p>coding from 'amber' to 'green'. Update the comments to refer to the proposed access arrangements.</p>
Capacity of highway network	<p>83 - Prologis is not aware of any evidence that the site will be reliant upon the Isham Bypass, Park Farm Way dualling and Wilby Way improvements. The detailed Transport Assessment will identify any necessary highway improvements. Discussions with HA/NCC indicate that a deliverable package of highway works is achievable.</p> <p>104 - Whilst funding from this site would assist in delivering improvements it is unlikely to be able alone to make up the shortfall in planned HA improvements and could not realistically be brought forward without Prospect Park which can enable the improvements through a combination of providing land required and making financial contributions</p> <p>Accordingly, in isolation Appleby Lodge should be assessed as 'red'.</p>	<p>North Northamptonshire will require a series of large scale infrastructure projects such as the Isham Bypass and Wilby Way improvements which form part of the Northamptonshire Arc proposals. Work is still ongoing regarding assessing the impact of new sites and phasing of infrastructure. Discussions and ongoing dialogue with the County Council has established that a deliverable package of highway works is required, but is achievable.</p>	<p>No change</p>
Impact on neighbouring land uses	<p>104 - The development would extend the existing landscape presence of Park Farm to the west. Whilst not causing coalescence it would increase the impression of the urban edge over an extended area and should therefore be 'amber'.</p>	<p>Neighbouring land uses include employment land, open countryside, a sports ground and several dwellings. Impact on the visual landscape (see below) has been assessed as 'amber'.</p>	<p>No change</p>
Impact on visual landscape	<p>104 - The edge of Park Farm is visible from Moonshine gap and Highfield Rd at or near the edge of Mears Ashby. The assessment should therefore be 'amber'.</p>	<p>The area has been assessed as 'amber'</p>	<p>No change</p>
Loss of good quality agricultural land	<p>83 - There is insufficient brownfield land available to meet the growth requirements for the area and the release of greenfield sites is therefore necessary.</p>	<p>Agreed</p>	<p>No change</p>
Deliverability - likelihood of site coming forward for development	<p>104 - This was not a site suggested for further evaluation in the SELA. Its attraction will be diminished by its lack of direct access to a principal road and higher costs associated with extending this free standing employment zone.</p> <p>There is some conflict between the promoters who envisage delivery principally of a warehousing scheme and the authorities' preference for a mix of employment types which may delay/prevent delivery. In any case the site is not well located for high quality business/technology realm development.</p> <p>Whilst the site may appeal to warehouse and distribution operators the site should be assessed as 'amber' due to the uncertainties of infrastructure and use.</p>	<p>The site was identified in the SELA (page 34) as a high quality site for 'next stage' evaluation and is currently the subject of a planning application. A report to the JPC (January 2013) included draft policy for the site which indicated that proposals must focus on the delivery of B8 (storage and distribution) uses with some provision of B1/B2 floorspace.</p>	<p>No change</p>

Minton Distribution Centre, Sywell		
Comments made by Divers Jonas Deloitte on behalf of Aberdeen Property Investors (rep no 116)	Proposed response	Proposed amendment
<p>The site should be allocated for residential development (potentially as part of a mixed use development). It is not within open countryside and is brownfield. It benefits from good access to services. Sywell's position in the settlement hierarchy has been underestimated. The cumulative offer of Sywell and Overstone should be considered. The SELA did not consider the characteristics of individual employment sites or their long term suitability to accommodate employment use.</p>	<p>New housing sites should be allocated in accordance with the development strategy of the plan with directs strategic growth to the Growth Towns and the Market Towns. The next level in the settlement hierarchy is Principal Village and Sywell is not identified as one of these settlements.</p> <p>Notwithstanding this, the site is detached from the village of Sywell. Access to services and facilities within either Sywell or Overstone, would not be easily accessible on foot or cycle due to the distance and nature of the existing roads and footways and the site is not on a frequent bus route, journeys are likely therefore to be car borne. The local school is 1.3km away and the nearest doctors' surgeries in Moulton, Earls Barton or Wellingborough are all over 4.6km away. Residential properties are likely to have reduced amenity standards due to the presence of the aerodrome. The site is therefore not considered a suitable sustainable location for additional housing.</p> <p>There is no evidence that the site is unsuitable for an alternative employment uses. It is considered that the site should be able to be developed for employment units potentially related to the aerodrome use. The aerodrome in the past sought extensions to the development limits on the site, this might suggest a market for such uses. It is considered that the site could make a valuable contribution to the economy of the area. The aerodrome is an economic asset to the area. The SELA gave the aerodrome site a low sustainability score, but a medium commercial suitability score.</p>	No change
Northampton East		Map ref
Comments made by Fisher German on behalf of the Trustees of Ecton Estate (rep no 106)	Proposed response	Proposed amendment
<p>Land between Northampton and Ecton is a logical extension to Northampton and should be brought forward as a Sustainable Urban Extension. The site is in single ownership and is deliverable with no known constraints that could not be mitigated. There should be liaison with Northampton Borough Council and the West Northants Joint Planning Unit to bring the site forward.</p>	<p>The site is a potential extension to Northampton and has been assessed as such by the West Northants Joint Planning Unit in liaison with the JPU and the Borough Council of Wellingborough. More sustainable options are being taken forward as part of the West Northants Core Strategy. There is therefore no need to assess this site further as part of this plan. Notwithstanding this, the development would adversely affect the character and setting of Ecton - an historic settlement with a conservation area and various listed buildings.</p>	No change