

Source:

<http://www.nnjpu.org.uk/docs/DraftStrategic%20Sites%20Background%20Paper%20Aug%202012%20updated%207.9.12.pdf>

North Northamptonshire Joint Core Strategy 2011 – 2031 Emerging Plan:

Draft Background Paper on Strategic Housing and Employment Sites

August 2012

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 Strategic Sites background paper (**referred to as 'the background paper'**) describes the methodology used to identify possible sites for inclusion in the emerging Plan and sets out the evidence and justification for the selection or rejection of each of these sites.

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 have 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 and will be referenced in the Plan.

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

- 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. The following sites promoted through the Issues consultation that took place in early 2011 are, however, below the chosen threshold and have been discounted from further assessment for that reason:

- *Land at Great Doddington*
- *Land at Higham Ferrers*
- *West of Wood Lane, Kingscliffe*
- *RPC Containers Site, Raunds*
- *Land at Goulsbra Road, Rushden*
- *Rushden: Foodstore (Aldi)*
- *Land to the West of Kettering*

Notwithstanding this, however, the fact that a site does not meet the threshold criteria for possible inclusion as a ‘strategic’ development in the Plan does not preclude it from being identified within a site specific DPD or Neighbourhood Plan at a later date.

- 4.3 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 of the paper.

The Initial Site Sieve

- 4.4 An initial sieve of sites was undertaken in order to streamline the list. 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.
- 4.5 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 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.
- 4.6 Committed sites are highlighted in green in the left hand column of appendix 2 with a brief explanation as to the reasons why further assessment was considered to be unnecessary in the right hand column. 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'

- 4.7 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.

- 4.8 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;

Orange= some issue/impact; and

Red= major negative impact.

- 4.9 On the basis of the assessments detailed in this background paper, a number of sites on the short list have been included in the Emerging Plan as sites that the Joint Committee is minded to allocate or identify in terms of a broad location in the Plan. These are referenced in policies 23, 27 and 29 of the Emerging Plan and set out in the associated Key Diagram at:

<http://www.nnjpu.org.uk/news/newsdetail.asp?id=30>

These sites are listed in the following table:

Proposed strategic sites not yet committed (Policy 23, 27 and 29 of the Emerging Plan)		
Site	Site Assessment Ref (see appendix 2)	Key Diagram Ref
Land at Cockerell Rd, Corby	14	1
North Desborough	32	4
North Rothwell	59	5
North Kettering	42	6
A14 Junction 10 Business Park	2	10
Appleby Lodge, Wellingborough	74	11
Irthlingborough West	38	13
Corby Business Park	90	20
Rockingham MRC Enterprise Area	19	-

- 4.10 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. 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 needs to be undertaken.
- 4.11 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. Where information is currently lacking, the matrix has been left blank.

- 4.12 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 in the Rushden update (May 2012) to the East Northamptonshire Urban Extensions Study and it is therefore considered unnecessary at this time to include an assessment in this background paper of the potential sites around Rushden listed in Appendix 2.
- 4.13 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
- 4.14 Publication of this background paper will provide stakeholders, including site promoters and infrastructure, with an opportunity to consider the accuracy of the assessments and provide additional information to enhance its robustness. The consultation will help to identify any further work that needs to be undertaken prior to the submission of the Plan to the Secretary of State and may result in amendments to the list of sites to be included. For example, the Joint Planning Unit is working with Northamptonshire County Council and the Highways Agency to assess the overall impact of the proposed scale and location of sites on the highway network. .
- 4.15 Following consultation on the emerging Plan and background reports, the Joint Planning Committee will make any necessary updates and amendments to this background paper and the proposed housing and employment sites to be included in the Plan before a further stage of public consultation, known as the Pre-Submission stage, is carried out. The Plan and evidence base, including an updated version of this background paper will then be submitted to the Secretary of State for Public Examination.

5 The Evidence Base – a brief summary

- 5.1 A significant amount of assessment work has already 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 were as follows:

	Proximity to the principal road network	Highway capacity	Access infrastructure
Good	Directly or very close to a trunk or principal road junction	Sufficient capacity exists on the trunk or principal road network and no capacity enhancements would be required to facilitate development. (Subject to site specific Transport Assessment)	There are an adequate number of potential access points relative to the site. Minimal access infrastructure is required. (Subject to site-specific Transport Assessment)
Medium	Within 2km of a trunk or principal road junction via good, unconstrained roads	Known capacity constraints, but schemes identified or solutions could be achieved at a good cost benefit. Site specific Transport Assessment required to consider and propose mitigation	Unclear whether the number of access points needed could be achieved - more investigation required. Site-specific Transport Assessment required to consider all access opportunities.
Poor	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.	Known constraints in near vicinity - such as link capacity or junction capacity. The cost of the scheme would be a significant constraint	It is clear that access cannot be gained to the site or, alternatively, high cost infrastructure would be required (e.g. access bridge etc)

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

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

<http://www.nnjpu.org.uk/publications/docdetail.asp?docid=1092>

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, is nearing completion.

- 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 candidates 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.

- 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, which forms part of the sustainable urban extension to the east of Wellingborough and is strategically located with good rail links to London; has potentially good connectivity with Wellingborough town centre; and offers a significant opportunity to attract regional and national office occupiers;
 - Land at Kettering South (no 43) which 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) which could provide a strategic distribution location with good inter-modal road/rail transfer at the adjacent Eurohub; and
 - Rockingham, Corby/East Northamptonshire (no 19) which 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 uncommitted sites as being 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*** (2012):
<http://www.nnjpu.org.uk/publications/docdetail.asp?docid=1254>
 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 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 Assessment (SFRA)***:

The district councils within North Northamptonshire have commissioned SFRA's 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 The SFRAs can be accessed using the following links:

Corby (2006):

<http://www.corby.gov.uk/site-page/ldf-background-documents-utilities>

East Northamptonshire (2006 updated 2011):

http://www.east-northamptonshire.gov.uk/site/scripts/download_info.aspx?downloadID=268

Kettering and Wellingborough: (2005 updated 2010)

http://www.wellingborough.gov.uk/info/1004/planning_policy/568/planning_policy/12

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). In addition, 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):

<http://www.corby.gov.uk/node/25580>

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>

This recently completed 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/download_info.aspx?downloadID=264

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/download_info.aspx?downloadID=276

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/download_info.aspx?downloadID=275

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?tab=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

The 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
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

KBC ref	JPU ref (see Appendix 2)	Location	Category
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/download/1948/wellingborough_town_housing_allocation_methodology_and_site_selection

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):**

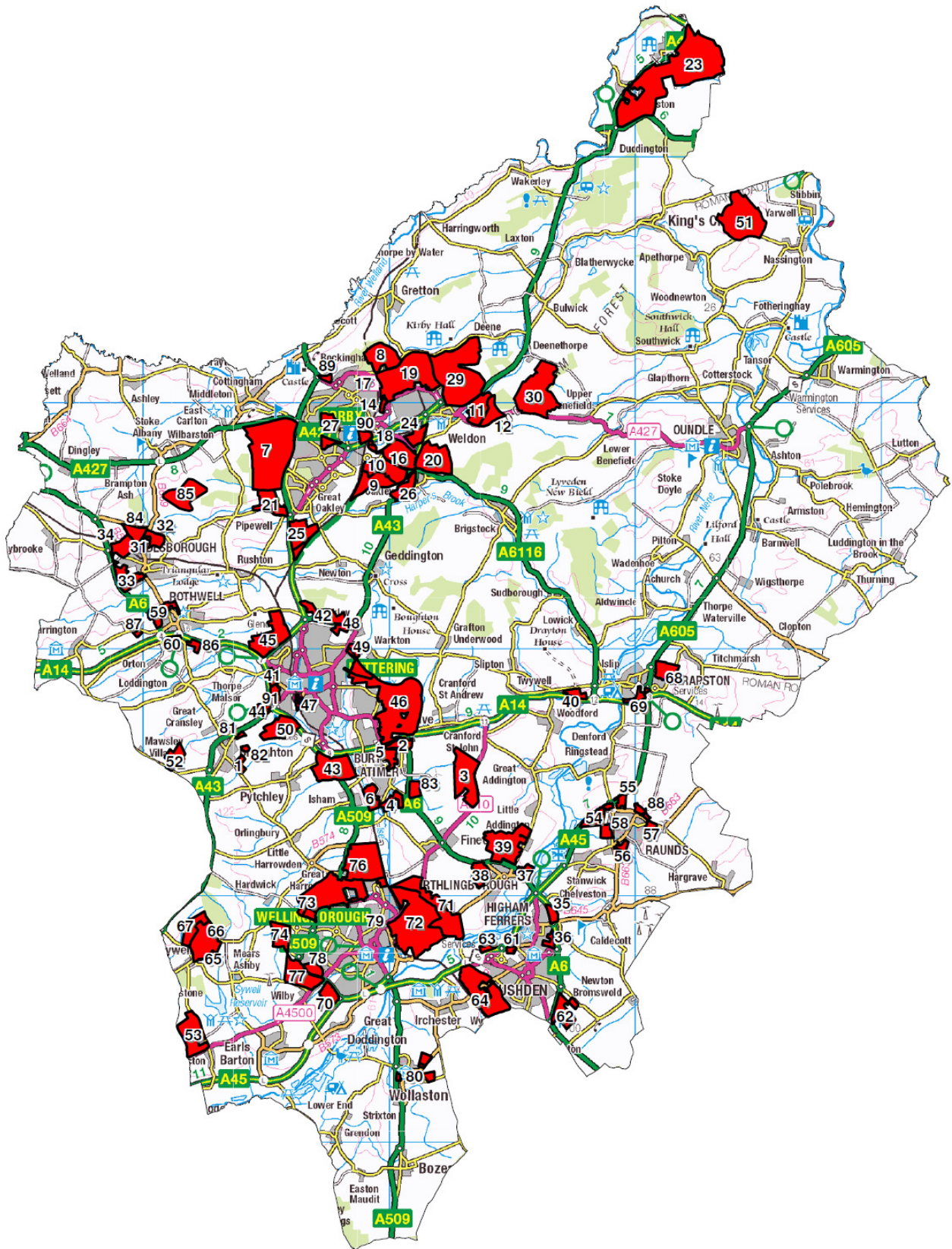
http://www.wellingborough.gov.uk/downloads/file/2743/ss_study_wels_sept_06

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)

DRAFT

Appendix 1 - 'long list' of strategic sites



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				
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	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	Burton Latimer	Employment	SELA – K12/K14 KES - BL1/BL2	
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	Burton Latimer	Residential employment and	KBC – BL/048 SELA - K11 forms part of site SHLAA - 1141	
5	Burton Latimer north	Burton Latimer	Residential employment and	KBC - BL/049 SHLAA - 657	
6	Burton Latimer south west	Burton Latimer	Residential employment and	KBC – BL/053 SHLAA - 670	

Map Ref	Site	Settlement	Potential Use	Source	Reason for discount
7	Corby West	Corby	Residential and employment	CSS issues SELA - C15 CBC - CBC 0013 SHLAA 1167/1171/2043	-
8	Gretton Brook Road, Corby	Corby	Employment (resource recovery park)	CSS issues SELA – C21 CBC - CBC 0016	
9	Corby South East	Corby	Residential and employment	CSS issues SHLAA -1083 SELA- K38	
10	Alternative SUE South East Corby	Corby	Residential and employment	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 and employment		Site has planning permission subject to signing of a S106 agreement
12	Weldon Park extension	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	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
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	Corby (site is, in part, within East Northamptonshire)	Employment	SELA – E25	

Map Ref	Site	Settlement	Potential Use	Source	Reason for discount
20	Land at Geddington Road	Corby	Employment (strategic distribution and rail freight Interchange)	SELA - C7 CBC - CBC 0007	
21	Land South of Corby	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	Corby	Residential	KBC- CO/123 SHLAA - 1060	
26	Land at New Grange Farm	Stanion	Residential	SHLAA - 965	
27	Thoroughsale Wood	Corby	Residential	SHLAA – 47/ 52 CBC – CBC0005/0006	Discount due to environmental constraints
29	Land at Priors Hall	Corby	Residential and employment		Site has planning permission
30	Deenethorpe Airfield	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
32	North Desborough	Desborough	Residential	KBC – DE/078 SHLAA - 1160	
33	Desborough West	Desborough	Residential and employment	KBC – DE/077 SHLAA - 1024	
34	Humfrey's Lodge	Desborough	Residential	SHLAA - 2187 KBC – DE/140	
35	Duchy Farm	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	Irthlingborough	Residential and employment	CSS issues SHLAA - 1007 ENC – RTP220	
39	Land West of Crow Hill/ north of A6 (Irthlingborough North)	Irthlingborough	Residential and employment	ENC – RTP223	

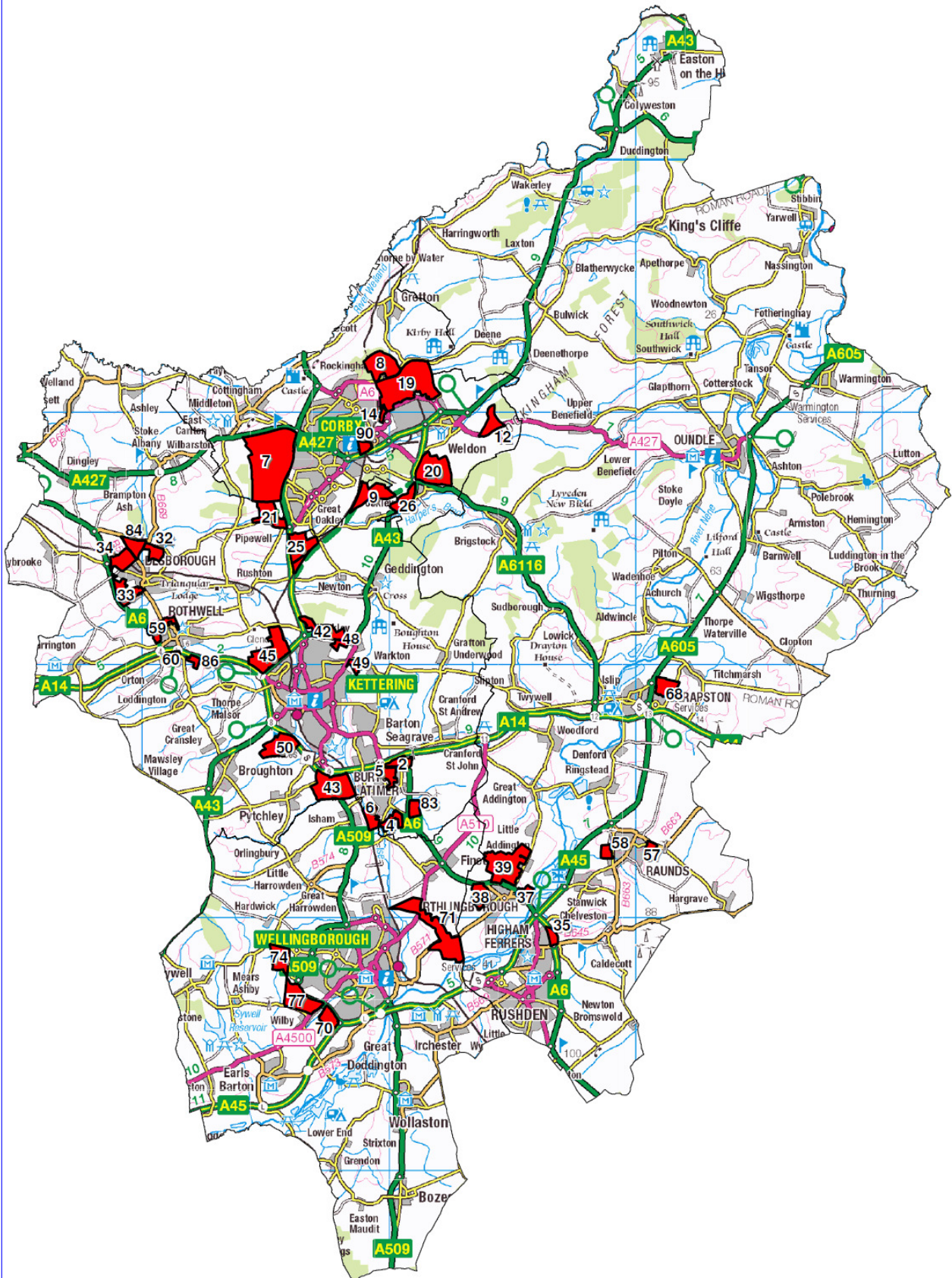
Map Ref	Site	Settlement	Potential Use	Source	Reason for discount
40	Islip Furnace site, Kettering Road	Islip	Employment		Site has planning permission
41	West of Kettering	Kettering	Residential	CSS issues SHLAA - 1006	Further analysis has indicated that the site is not of a strategic scale
42	Kettering North (Weekley Wood Development Area)	Kettering	Employment and Leisure	CSS issues SELA - K9	.
43	Kettering South	Kettering	Employment	SELA – K1	
44	Cransley Park	Kettering	Employment		Planning permission and on site infrastructure completed
45	Kettering Hub	Kettering	Residential and employment	SELA – K7 KES – KN5 SHLAA – 1025 KBC – KE/017	
46	Kettering East	Kettering	Residential and employment		Site has planning permission
47	Station Quarter	Kettering	Employment primarily		Allocated in Kettering Town Centre AAP
48	North Kettering A	Kettering	Residential	KBC- KE/035 SHLAA - 2183	
49	North Kettering B	Kettering	Residential	KBC – KE/036 SHLAA - 2184	
50	West Kettering	Kettering	Residential and employment	SHLAA – 1087&2206 KBC – KE/016	
51	Rockingham Forest Park	Kingscliffe	Holiday Park	CSS issues	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	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
55	North/North East Raunds	Raunds	Residential and employment		Site has planning permission subject to signing of a S106 agreement
56	Darsdale Farm, Chelveston Road (Raunds South)	Raunds	Residential		Site has planning permission
57	South of Station Rd	Raunds	Residential	SHLAA – 2137 ENC – RTP63 & part 97	

Map Ref	Site	Settlement	Potential Use	Source	Reason for discount
58	South of Meadow Lane/Yale Poultry farm, London Road (Raunds West)	Raunds	Residential	SHLAA – 1010 ENC – RTP62	
59	Rothwell North	Rothwell	Residential and employment	CSS issues SELA - K29/30 SHLAA - 1022	
60	South east of A14/A6 junction	Rothwell	Residential and employment	CSS issues SELA – K26	
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	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)	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	Settlement	Potential Use	Source	Reason for discount
70	Prospect Park (Wilby Grange)	Wellingborough	Residential and employment	CSS issues SHLAA -984 & 2103 BCW - WE13 housing paper & PO 44 of sustainability appraisal WELS – W5 SELA – W13	
71	Stanton Cross (additional land to east)	Wellingborough	Mixed Use	CSS issues SELA – W2 SHLAA - 2174 BCW - PO 53 of sustainability appraisal WELS –EE sites	
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 - PO 44 of sustainability appraisal WELS – W2	
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	Site has not been promoted through CSS Review.
77	West of Wellingborough (between Wilby and Park Farm industrial estate)	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
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.

Map Ref	Site	Settlement	Potential Use	Source	Reason for discount
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	Burton Latimer	Employment	SELA K13	
84	Stoke Rd (north of Harborough Rd)	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)	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
88	Northdale End	Raunds	Residential and employment		Site has planning permission
89	Seymour Plantation, Rockingham Rd	Corby	Employment		Site has planning permission
90	Central Business Park	Corby	Employment and housing	SELA – C10 SHLAA – 1148 CBC - CBC 0009	

Appendix 3 - 'short list' of potential strategic sites
(excludes committed sites at June 2012)



Appendix 4 Site Assessment Sheet

Criteria	Green (✓)	Amber (~)	Red (X)	Source
Accessibility				
Proximity to the trunk / principal road network	Well located in relation to the network - adjacent or very close to a trunk/principal road junction	Within 2km of a trunk/principal road junction via good, unconstrained roads	Poorly located in relation to the network - within 2km of a trunk/principal road junction via good, unconstrained roads	NCC highways assessment
Connectivity to the existing urban area	Site well connected (score of A in urban structures study (USS))	Some connectivity issues (score of B or C in USS)	Site poorly connected (score of D or E in USS)	Urban structures study (USS)
Access infrastructure (subject to a site-specific Transport Assessment)	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)	NCC highways assessment
Capacity of the highway network (subject to a site-specific Transport Assessment)	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	NCC highways assessment
Ease of utility provision	Very easy or easy to service	Average or moderately easy to service	Least easy to service	SHLAA/SELA
Health				
Impact of an existing notifiable installation, including pipelines, on the development	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	LA assessment
Impact on existing sports and recreation facilities	No impact	The loss of facilities could be mitigated	Loss of facilities could not be mitigated	LA assessment

Criteria	Green (✓)	Amber (~)	Red (X)	Source
Liveability				
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.	Development not significantly affected.	Development affected - but this could be mitigated.	Development significantly affected – unlikely that this could be satisfactorily mitigated.	LA assessment
Impact of the development on neighbouring land uses	Compatible with neighbouring uses	Compatible, subject to mitigation measures	Incompatible – unlikely that the impact could be mitigated	LA assessment/
Biodiversity				
Impact on biodiversity	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	RNRP assessment/ SHLAA
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Unlikely to have an adverse impact	Likely to have an adverse impact, although it is likely that this could be mitigated.	Major adverse impact - unlikely that this could be mitigated	LA assessment
Landscape				
Impact on visual landscape	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	RNRP assessment/ SHLAA
Cultural Heritage				
Impact on heritage	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	RNRP assessment/ SHLAA
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens	Unlikely to have an adverse impact	Likely to have an adverse impact, although this could probably be mitigated	Major adverse impact - unlikely that this could be mitigated	LA assessment
Built Environment				
Impact on the existing form of the settlement	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)	LA assessment

Criteria	Green (✓)	Amber (~)	Red (X)	Source
Water Conservation and Management				
Impact on flood risk	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	Strategic Flood Risk Assessment
Soil and Land				
Impact on the use of previously developed land	Development would be entirely, or essentially, on brownfield land	A significant proportion of the site is greenfield.	Development is entirely, or essentially, greenfield	LA assessment
Impact on the quality of agricultural land	Unlikely to result in the loss of best and most versatile agricultural land (grades 1, 2 or 3)		Likely to result in the loss of best and most versatile agricultural land.	LA assessment
Minerals and waste				
Impact on the stock of minerals	The site is not located on land allocated for mineral extraction		Site is located on land allocated for mineral extraction	Minerals and Waste Development Framework Proposals Map
Availability				
The likelihood of the site being available for development.	Interest in developing the site and willing land owners	Interest in developing the site is unknown	No interest in developing the site and/or known to be in complex/multiple ownership	SELA/ SHLAA
Deliverability				
Likelihood of site coming forward for development	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)	SELA/ SHLAA

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

Map reference	shlaa category	Total quality of site	achievability	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																							
7	Corby West	4																						
8	Gretton Brook Road, Corby																							
9	Corby South East	2																						
12	Weldon Park extension	4																						
14	Land at Cockerell Road																							
19	Rockingham Enterprise Area																							
20	Land at Geddington Road																							
21	South West Corby	4																						
25	Land south of Great Oakley	2																						
26	Land at New Grange Farm, Stanion	3																						
90	Central Business Park	1																						

Map reference	shlaa 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																							
35	Duchy Farm, Chelveston Rd, Higham Ferrers	3																						
38	Irthlingborough West	2																						
39	Irthlingborough North - Land West of Crow Hill/ north of A6																							
57	Raunds - Land South of Station Rd	2																						
58	Raund West	3																						
68	Thrapston - Land to the North East (east of A605)																							
	Kettering																							
2	Burton Latimer - A14 junction 10																							
4	Burton Latimer - Land to the south-east	2																						
5	Burton Latimer North	3																						
6	Burton Latimer – South-west	3																						
83	Burton Latimer - East of Higham Rd																							
32	Desborough North	2																						
33	Desborough West	3																						
34	Desborough - Humfrey's Lodge	3																						

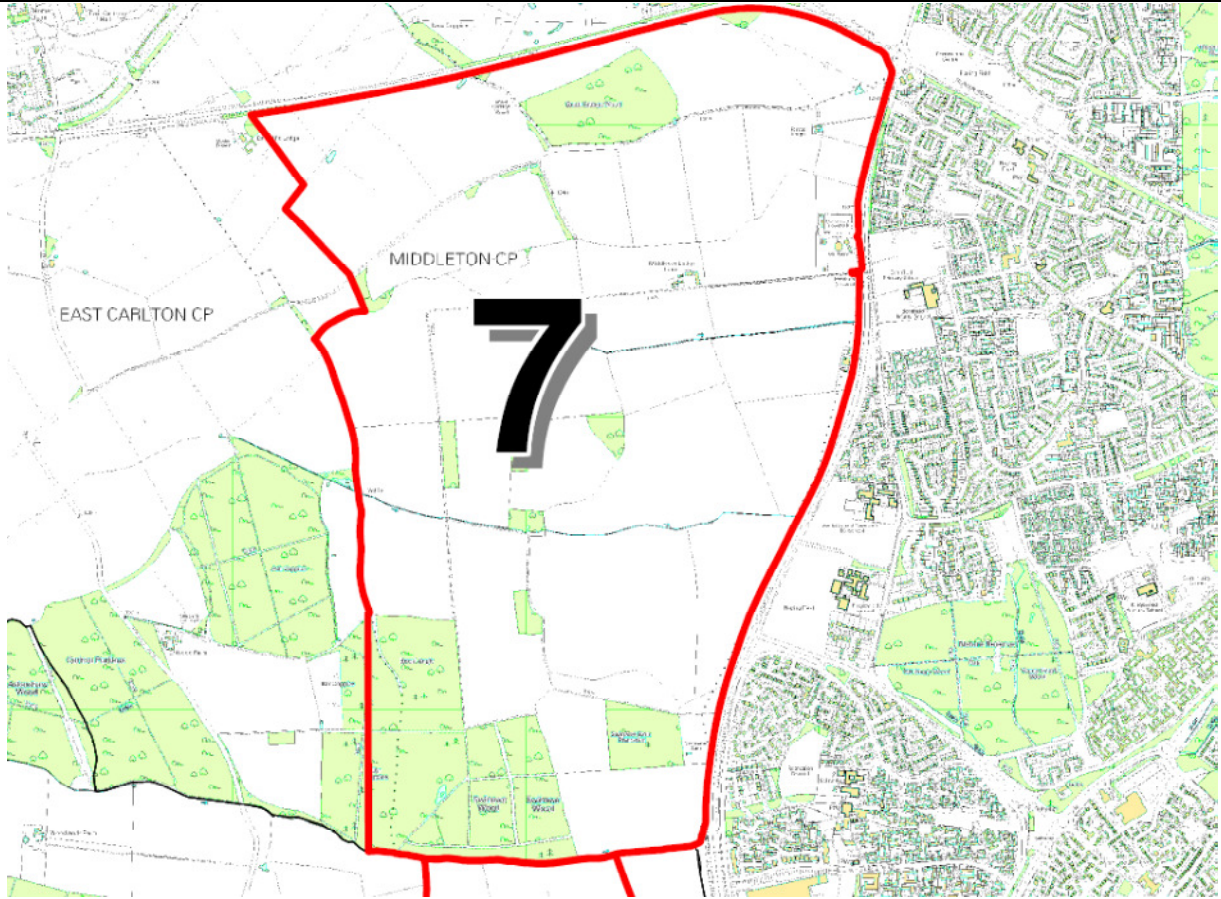
		shlaa category	Total quality of site	deliverability	availability	Impact on the stock of minerals	Impact on the quality of agricultural land	Impact on the use of previously developed land	Impact on flood risk	Impact on the existing form of the settlement	Impact on listed buildings, conservation areas, 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
84	Desborough - Stoke Rd																								
42	Kettering North (Weekley Wood Development Area)																								
43	Kettering South																								
45	Land at Kettering Hub																							3	
48	North Kettering A																							3	
49	North Kettering B																							3	
50	West Kettering																							3	
59	Rothwell North																							2	
60	Rothwell - land south east of A14/A6jcn																								
86	Rothwell - Land adj cemetery (south of A14)																								
	Wellingborough																								
70	Wellingborough -Wilby Grange (Prospect Park)																							3	
71	Wellingborough - Stanton Cross (additional land to East)																							4	
74	Wellingborough - Appleby Lodge																								
77	Wellingborough - west (between Wilby and Park Farm Industrial Estate)																							3	

Appendix 6

Detailed Site Assessments of Potential Strategic Housing and Employment Sites

DRAFT

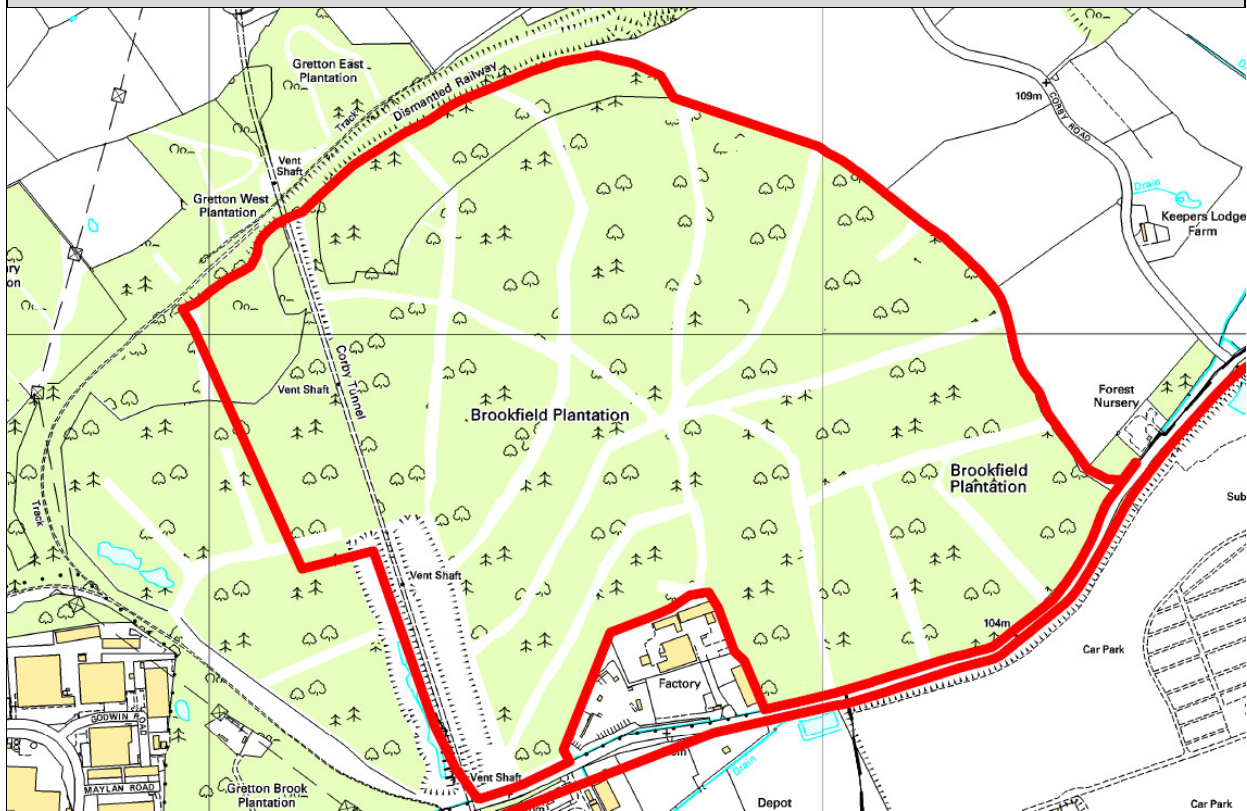
Sites within or adjacent to Corby (includes several sites within Kettering and East Northamptonshire local authority areas)

Local authority: Corby	
Site 7: Corby West	
Other references: CSS issues; SELA – C15; SHLAA – 1167/1171/2043; CBC – CBC013	
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.	
	
© Crown Copyright and database right 2011. Ordnance Survey 100019331	
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 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.
		SHLAA 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: SELA – C21, CSS issues submission, CBC - CBC0016	
Site Assessment: Proposed employment uses	
Site Area: ~ 50ha development footprint	Settlement hierarchy: Growth Town
<p>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.</p>	
<p>Site description: The proposed 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.</p>	



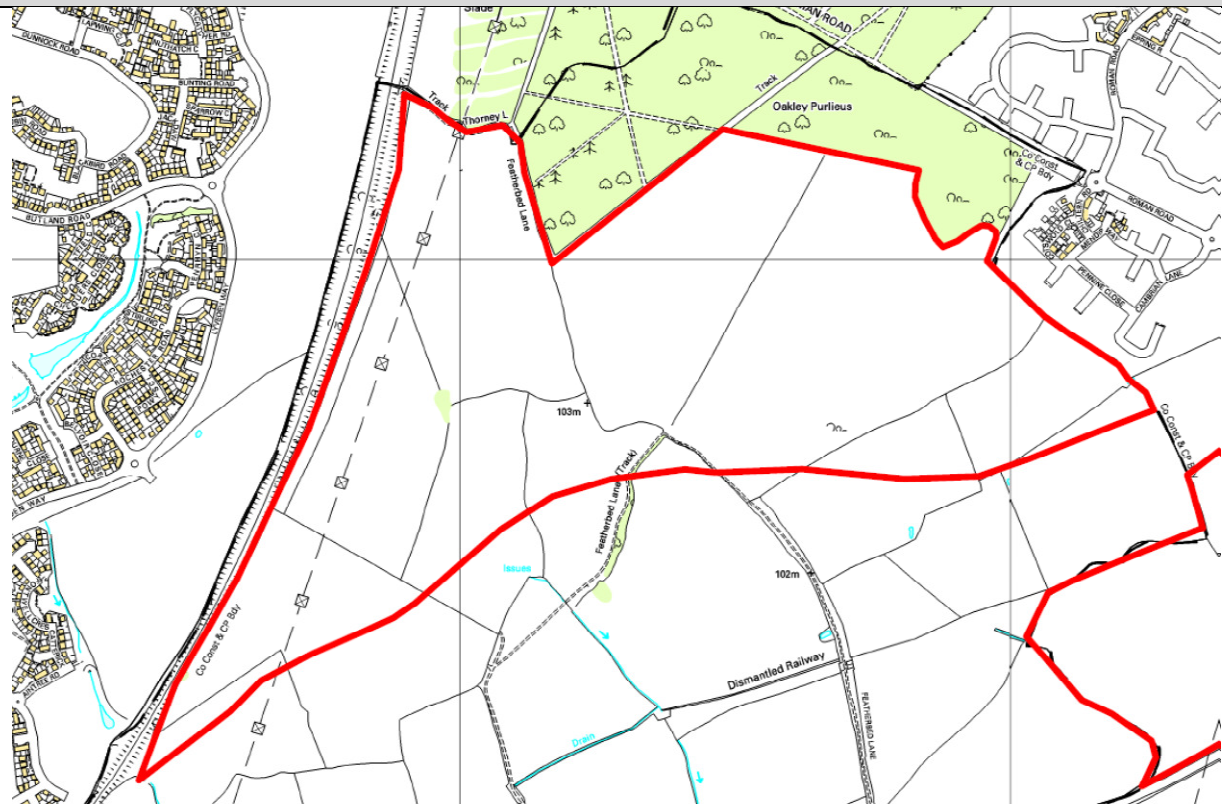
© Crown Copyright and database right 2011. Ordnance Survey 100019331.

Criteria	Comments
Proximity to services	<p>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.</p> <p>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.</p>
Proximity to a trunk/principal road junction	<p>Within 1km of a principal road network (A6116).</p>

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		Gas transmission pipeline located within Brookfield Plantation
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.		The site is within the 300m consultation buffer of a committed waste disposal facility and an area allocated for waste management in the Minerals and Waste Development Framework – impact uncertain
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.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		Brookfield Plantation is a County Wildlife Site- development could have a major adverse impact. Located within the Nene Valley Nature Improvement Area (NIA). Impact on protected species unknown
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. The Scheduled Monuments Record (SMR), however, indicates that there may be historic environment 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		Neutral impact, although development of the site would reduce the gap between Corby town and Gretton village
Flood risk		Predominantly flood zone 1 , although a small proportion of the site along the southern boundary is within Flood zone 2

Impact on the use of previously developed land		Development is entirely, or essentially, 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 crosses the site		Impact unclear
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 MRC 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		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		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	
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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

Criteria	Comments
Proximity to services	Proposals put forward by the promoter of the site include provision for employment uses, a primary school, and local shopping provision to meet the day to day needs of the community. In addition, provision could be made within the development for a secondary school, if required. The current assessment, however, is based on access to existing services. 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 being built at St James Rd will, however, provide a convenience shopping facility that is closer to the site..
Proximity to a trunk/principal road junction	Located close to the A43 – though access is not directly 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

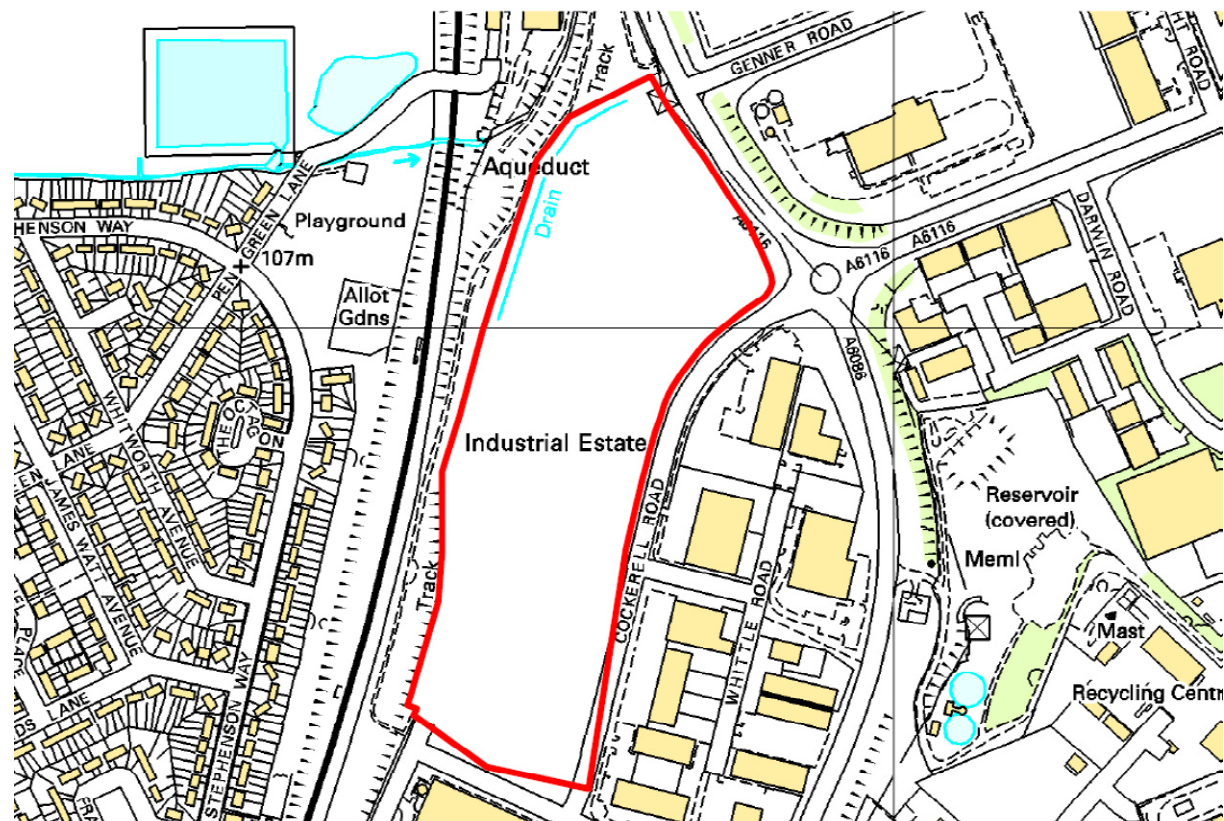
		lack of any direct radial routes make integration with the urban area very difficult. There will be a need to examine opportunities for better links along the railway as this offers the most direct route to the town centre. Notwithstanding this, however, cul-de-sac development on the western side of 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 on visual landscape		Area of medium sensitivity - the landscape undulates to the south of the site whilst the land to the north is wooded.
Impact on heritage		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 listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		
Impact on the existing form of the settlement		The site is <1km from Little Oakley to the south - mitigation measures will need to be explored in order to avoid visual coalescence
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 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.	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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	Area not assessed as part of the Urban Structures Study
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	Not within a specified consultation zone of a notifiable installation

development		
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 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 -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

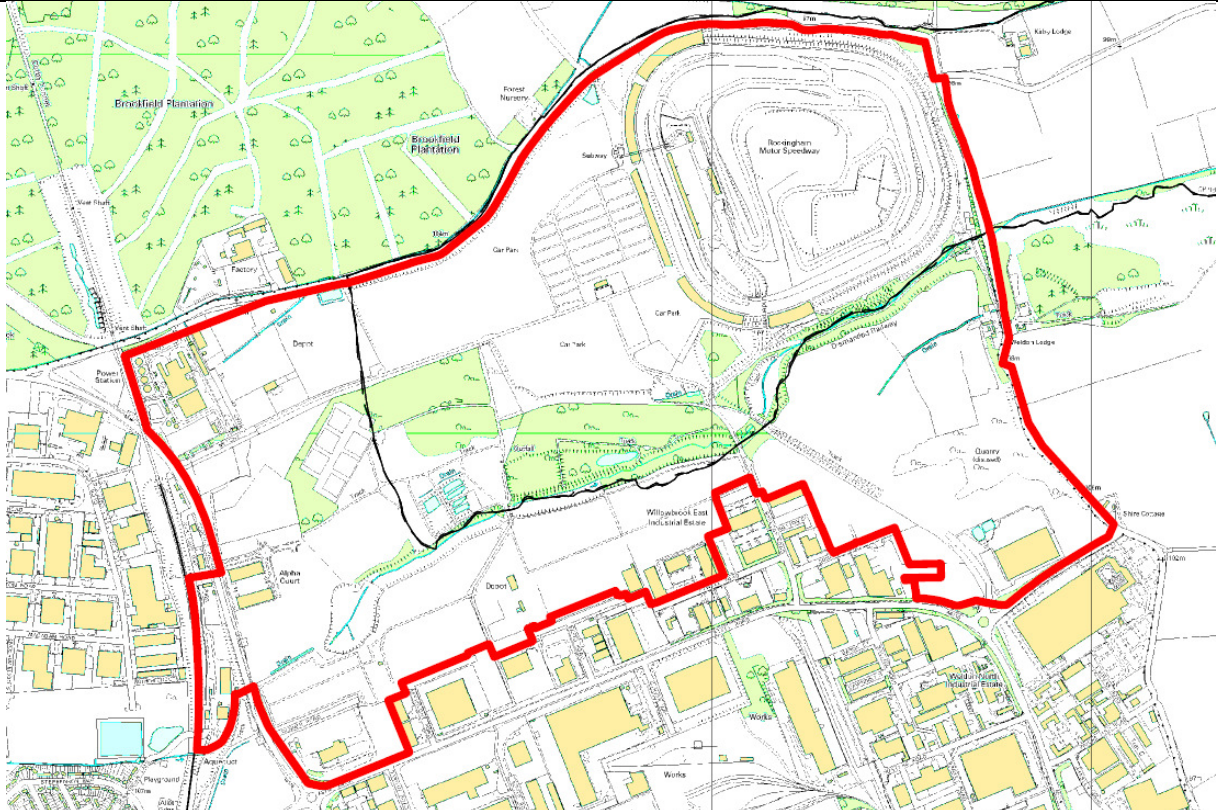
Local authority: Corby	
Site 14: Land at Cockerell Rd, Corby	
Other references: SELA – C4, CBC - CBC004	
Site Assessment – Proposed employment uses	
Site Area: ~ 9.3ha	Settlement hierarchy: Growth Town
Proposed development: Class B employment uses	
Site Description: The site, located on the edge of an existing employment area, comprises of 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.	



© Crown Copyright and database right 2011. Ordnance Survey 100019331.

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	Not assessed as part of the Urban Structures Study - but see 'capacity of highway network'.
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	No loss of sports or recreation facilities

recreation facilities, including allotment land		
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		

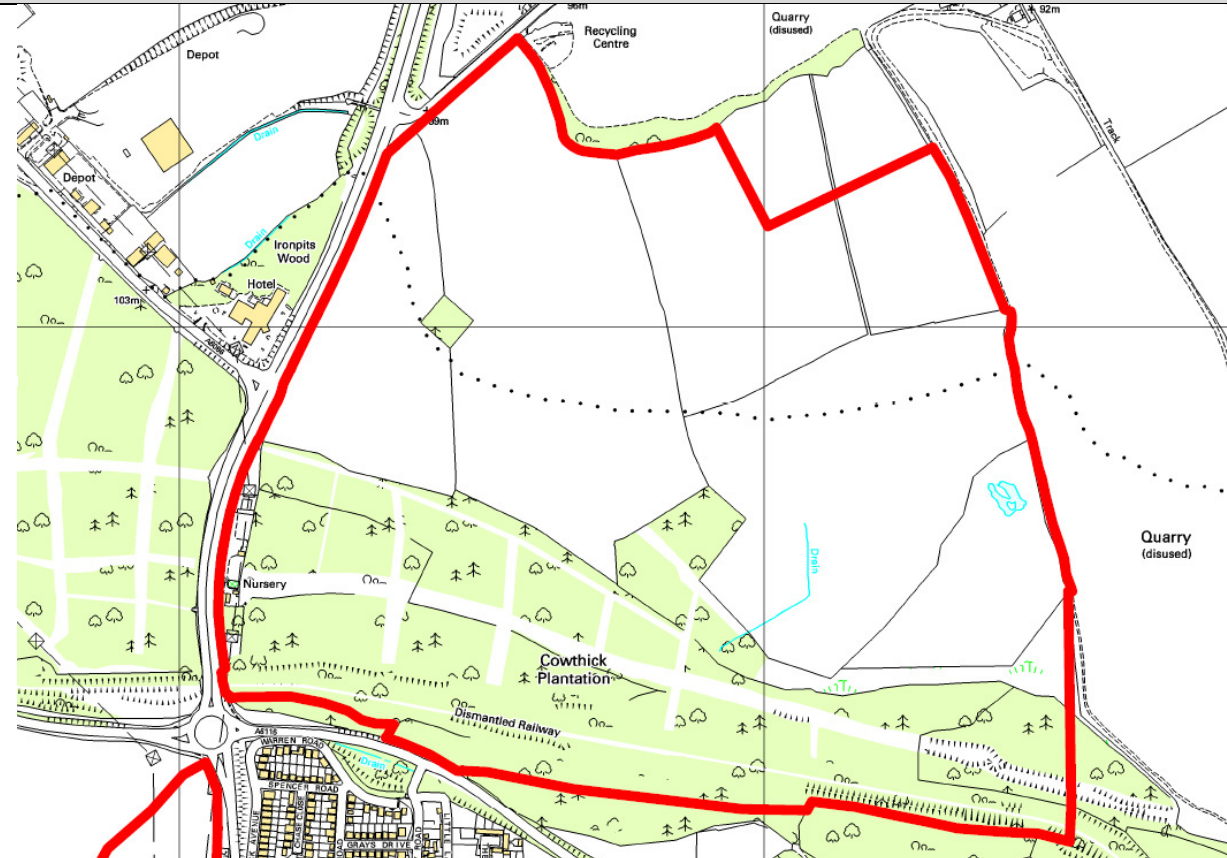
Local authority: Corby/East Northamptonshire	
Site 19: Rockingham Enterprise Area, Corby	
Other references: SELA – E25, Rockingham Development Framework (2011) - http://www.nnipu.org.uk/dbdocs/RockinghamDevelopmentFramework20110114.pdf	
Site Assessment – Proposed employment uses	
Site Area covered by 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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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	Not assessed as part of the Urban Structures Study. The Development Framework, however, 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.
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		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.	

DRAFT

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.	



© Crown Copyright and database right 2011. Ordnance Survey 100019331

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		

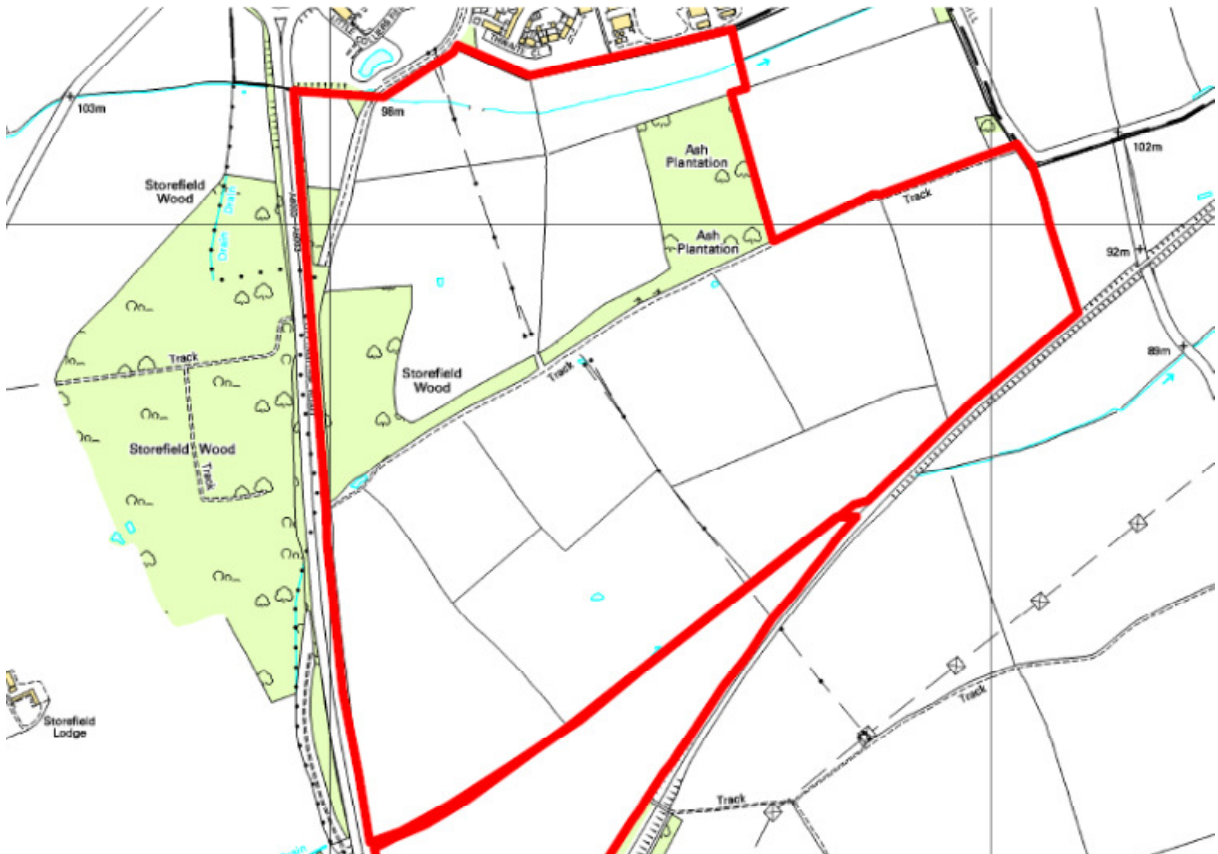
Summary of Assessment:	
Key positive factors	Key negative factors
Held by a willing owner	Poor connectivity to the existing urban area
Area of low heritage sensitivity	Area of high landscape sensitivity with a significant risk of coalescence with Stanion
Adjacent to the trunk/principal road network (A43)	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.

DRAFT

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)
<p>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.</p>	
<p>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.</p>	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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.

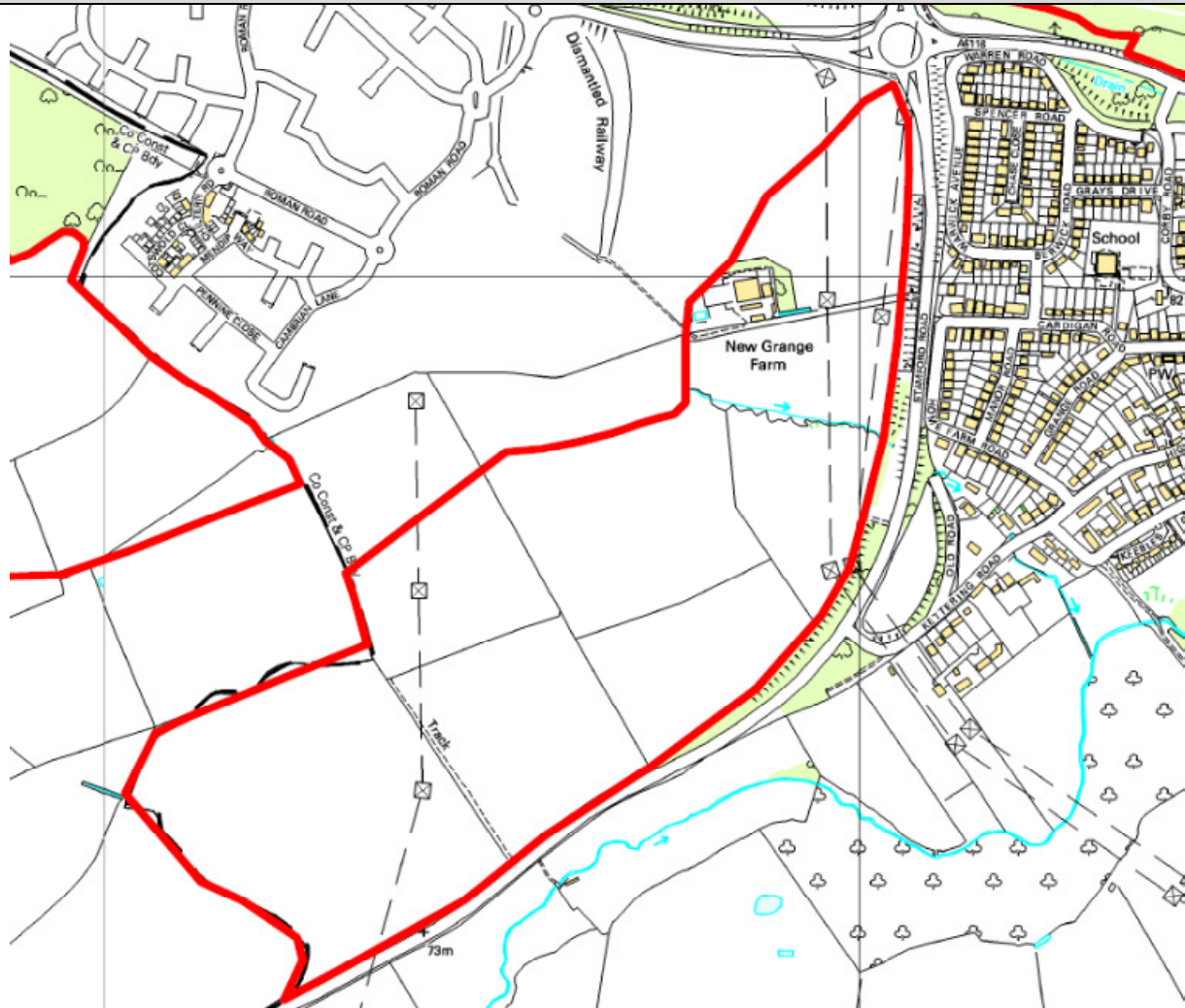
Local authority: Kettering	
Site 25: Land south of Great Oakley	
Other references: SHLAA – 1060, KBC Ref CO/123	
Site Assessment : Residential	
Site Area: ~ 85ha	Settlement hierarchy: Growth Town (adjacent to Corby)
Proposed uses: The capacity of the site is estimated at about 1450 dwellings (ref SHLAA.)	
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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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)		Proposals would not have an impact on listed buildings etc.
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 on-site provision
Proximity to the trunk/principal highway network		
SHLAA category 2		The need to retain the existing areas of wildlife importance will significantly reduce the developable area.
		The provision of vehicular access could be problematic and costly
		There are major constraints to the provision of water and sewage infrastructure.

DRAFT

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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

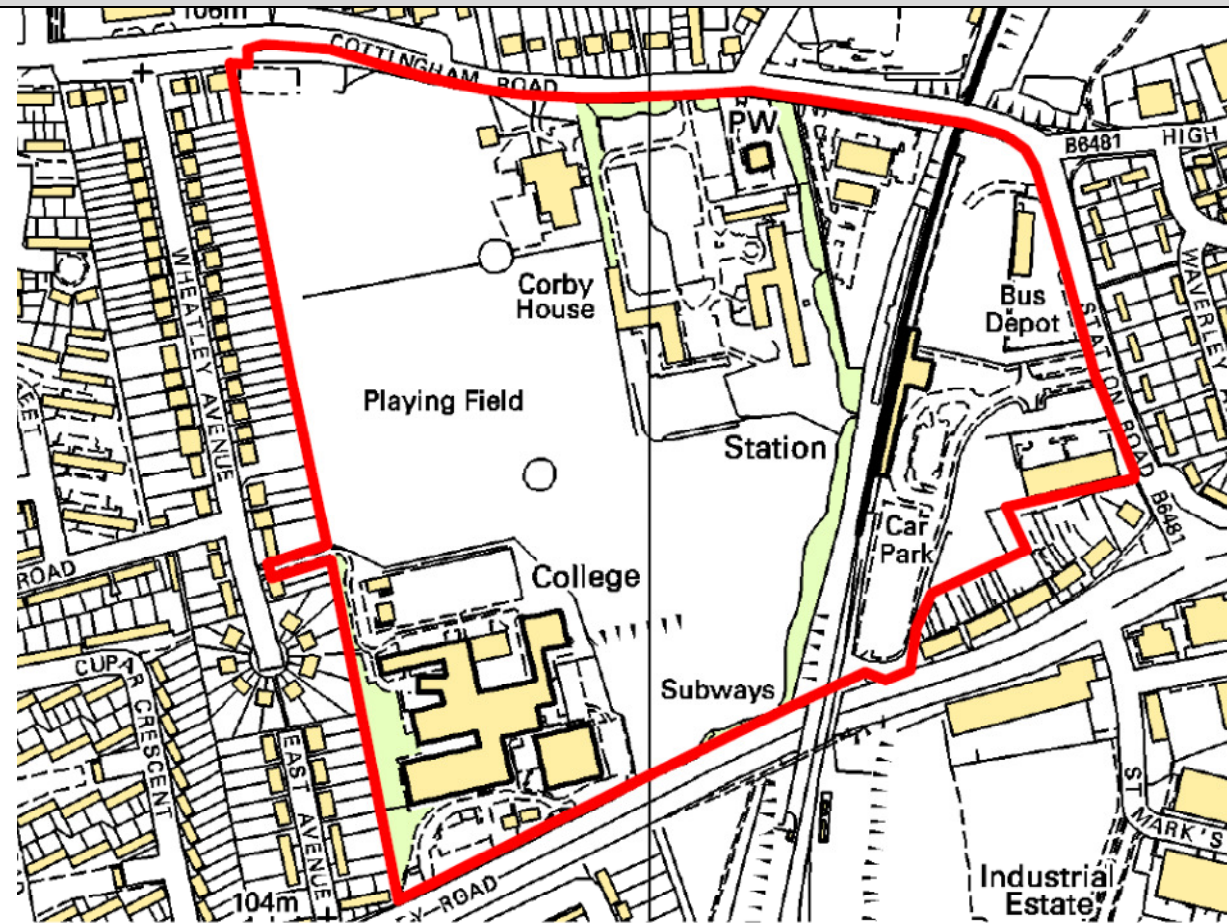
Criteria	Comments
Proximity to services	The nearest primary schools are at Little Stanion and Stanion. The nearest local shops are in the town centre, although the new Tesco's store at St James will be closer. There is no local post office close by and the nearest leisure centre would be in the town 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 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		Coalescence with Stanion

network (A43)	
	Access infrastructure arrangements unclear
	SHLAA category 3

DRAFT

Local authority: Corby	
Site 90: Corby Central Business Park	
Other references: SELA – C10, SHLAA – 1148, CLDF – CBC009	
Site Assessment: Mixed use	
Site Area: ~ 9.8ha possibly available for development	Settlement hierarchy: Growth Town
Uses: Mixed use development including residential development (up to 250 dwellings) together with employment land a new school and retail uses ancillary to the transport interchange.	
Site Description: Corby Central Business Park lies to the east of the town centre and is bounded by Wheatley Avenue to the west, Cottingham Road to the north, Station Road to the east and Oakley Road to the south. The site is bisected by the railway line with the bus depot and rail station located to the east. To the west of the railway and fronting Oakley Rd lies the new Tresham College of Further and Higher Education. Directly south of Cottingham Road are the former playing fields of Corby Community College and existing commercial and educational uses.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

Criteria	Comments
Proximity to services	The site is served by the X4 route and is located within a 1 mile walk of shops.
Proximity to a trunk/principal road junction	Located in close proximity to the principal road network (A427)
Connectivity to existing urban area	Not assessed as part of the Urban Structures Study - The strong line of residential development along Wheatley Avenue, however, establishes a hard edge to the western boundary and severs direct pedestrian connectivity to the town centre. Provision for pedestrian movements through the site and links to the railway station will, however, be critical.
Access Infrastructure	There are existing access points on Cottingham Road

		and Station Road. Minimal enhancement will, however, be required.
Capacity of the highway network		There are no significant capacity constraints in this location. Modifications to Oakley Road/Station Road may, however, be necessary.
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		Site includes the former playing fields of Corby Community College – planning policy indicates that such facilities should be retained unless no longer needed to meet a community use.
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 Tresham College. It is 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		Not within an area of sensitivity – eastern part of the site is, however, 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 visual landscape		Not within an area of sensitivity, although there are a number of TPOs on the site
Impact on heritage		Not within an area of sensitivity, although the archaeological value of the site will require investigation.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		There are no Conservation Areas, listed buildings etc affected.
Impact on the existing form of the settlement		The site is located within the existing settlement framework
Flood risk		The site is outside a designated flood zone
Impact on the use of previously developed land		A significant proportion of the site is greenfield
Impact on the quality of agricultural land		Does not involve the loss of agricultural land
Impact on the stock of minerals		Not allocated for mineral extraction
Availability		The site is known to be in multiple ownership.
Deliverability - Likely market demand		Score of 4 in the SHLAA – Excellent marketability and/or viability (no known exceptional costs)
Total quality		Assessed as a high quality site in the SELA
SHLAA category	1	The site is suitable, available (or capable of being made available) and achievable within 5 years and is, therefore, a strong candidates for allocation.

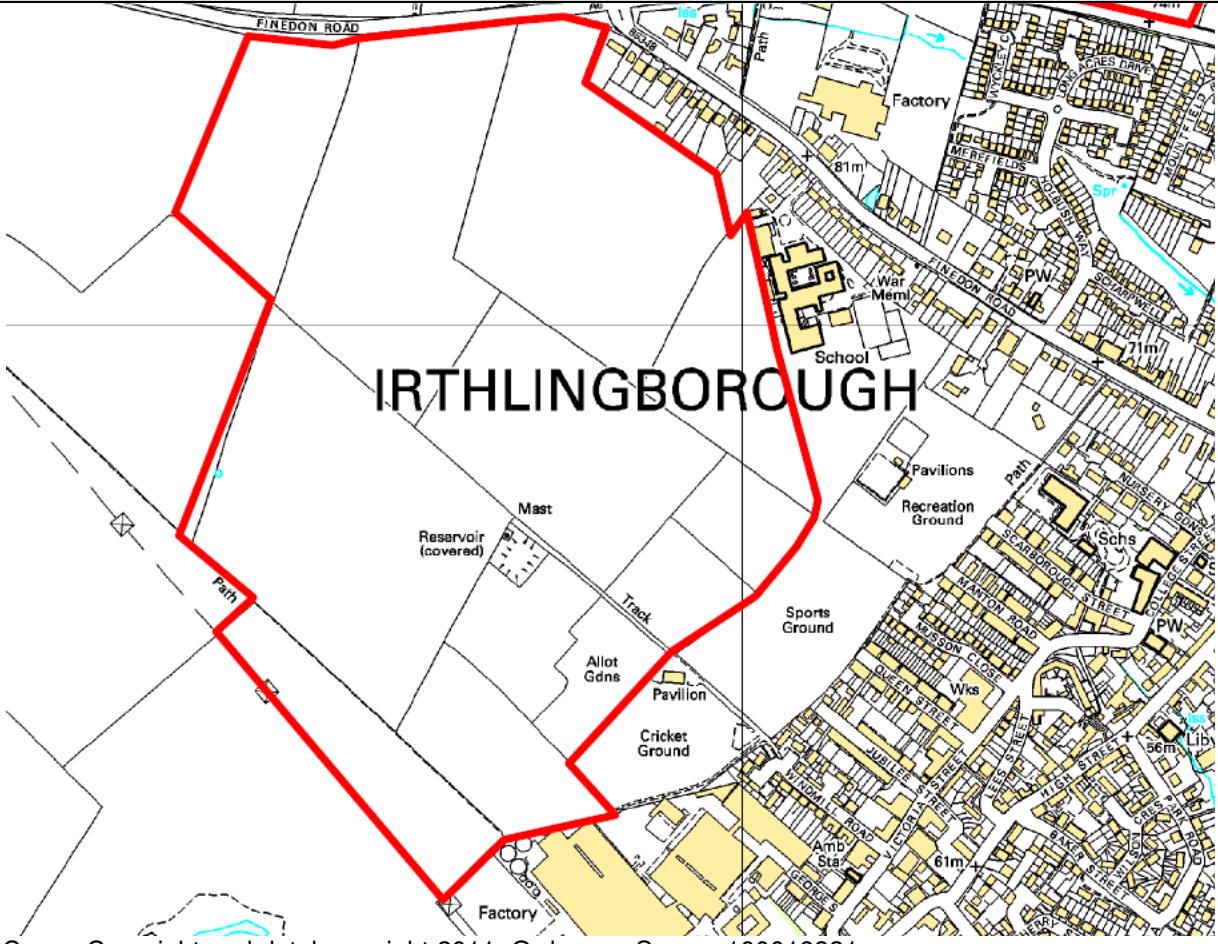
Summary of Assessment:

Key positive factors	Key negative factors
High quality site with excellent marketability	The site is in multiple ownership
Good proximity to services and offers an opportunity to enhance provision	Loss of playing fields – impact on the community needs to be assessed
Opportunity to provide a strong gateway around the railway station and transport interchange, providing a welcoming entrance to the town and creating opportunities for economic growth	
Opportunity to improve links between the town centre and transport interchange	
Includes the use of previously developed land	
SHLAA identified the site as a strong candidate for allocation	

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.	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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

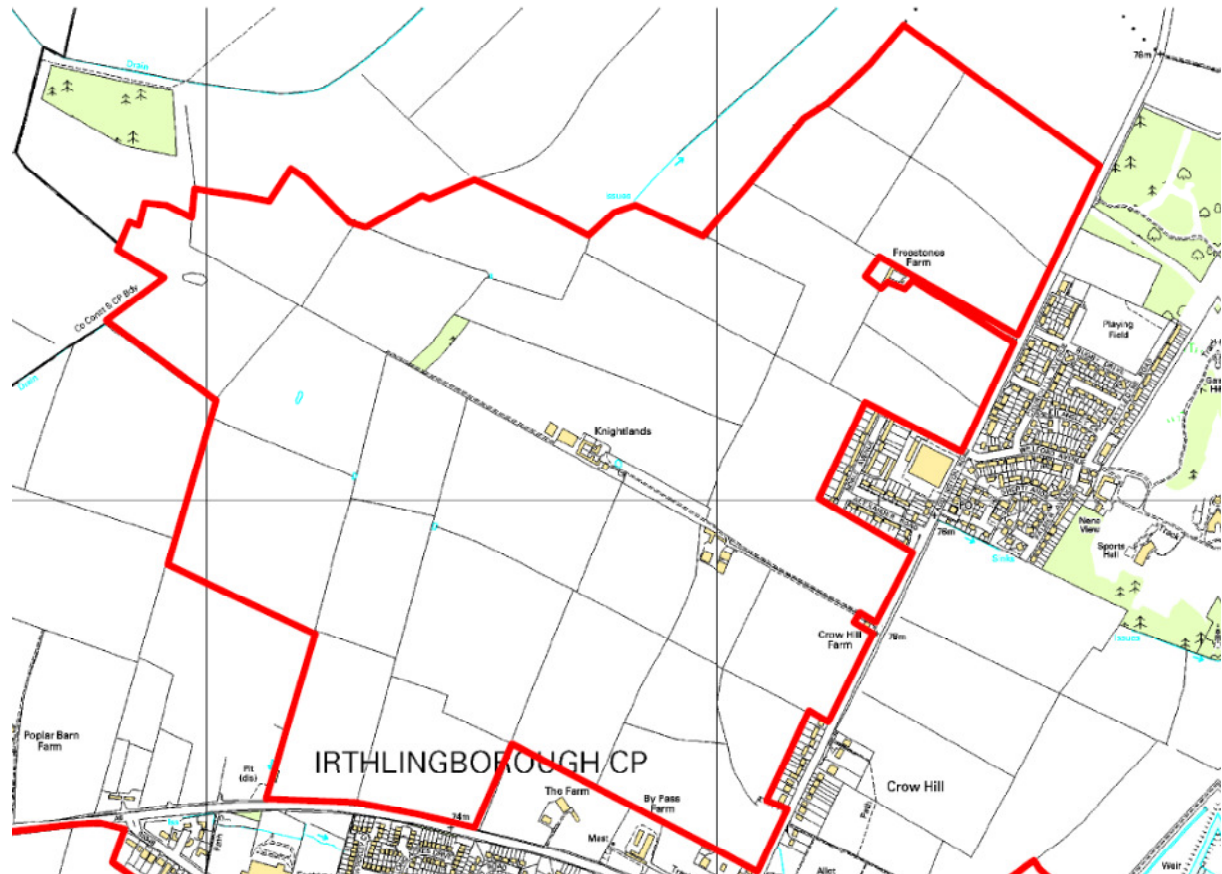
Capacity of the highway network		Sites along the A6 corridor at Irthlingborough, Higham Ferrers and Rushden and in the Raunds area would contribute to an increased impact on the A6/A45 Chowns Mill Junction. The cumulative effect and consequent infrastructure requirements are currently unclear. Early 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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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 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.	

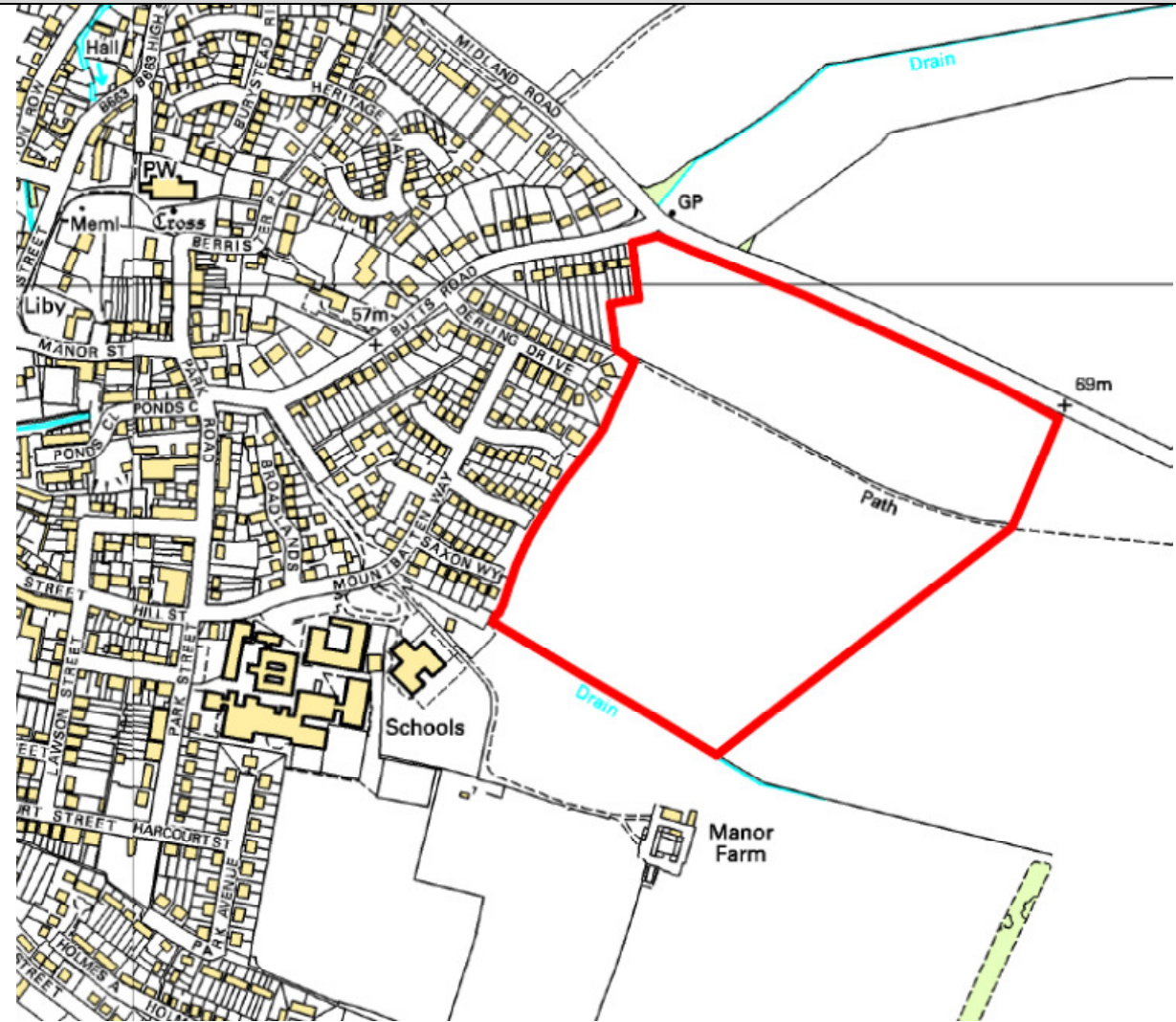


Crown Copyright and database right 2011. Ordnance Survey 100019331

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 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 as defined in the ENC 2007 study – the site is located above the existing town and includes generally undulating topography
Impact on heritage		Area of medium sensitivity 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 listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		
Impact on the existing form of the settlement		Potential visual coalescence with Little Addington (north-east) ,Crow Hill (east of Addington Rd) and Finedon.
Flood risk		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 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		Interest in developing the site is unclear
Deliverability - Likelihood of site coming forward for development		Site not assessed in either the SELA or SHLAA
Total quality		Site not assessed in the SELA
SHLAA category		Site not assessed in the SHLAA
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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

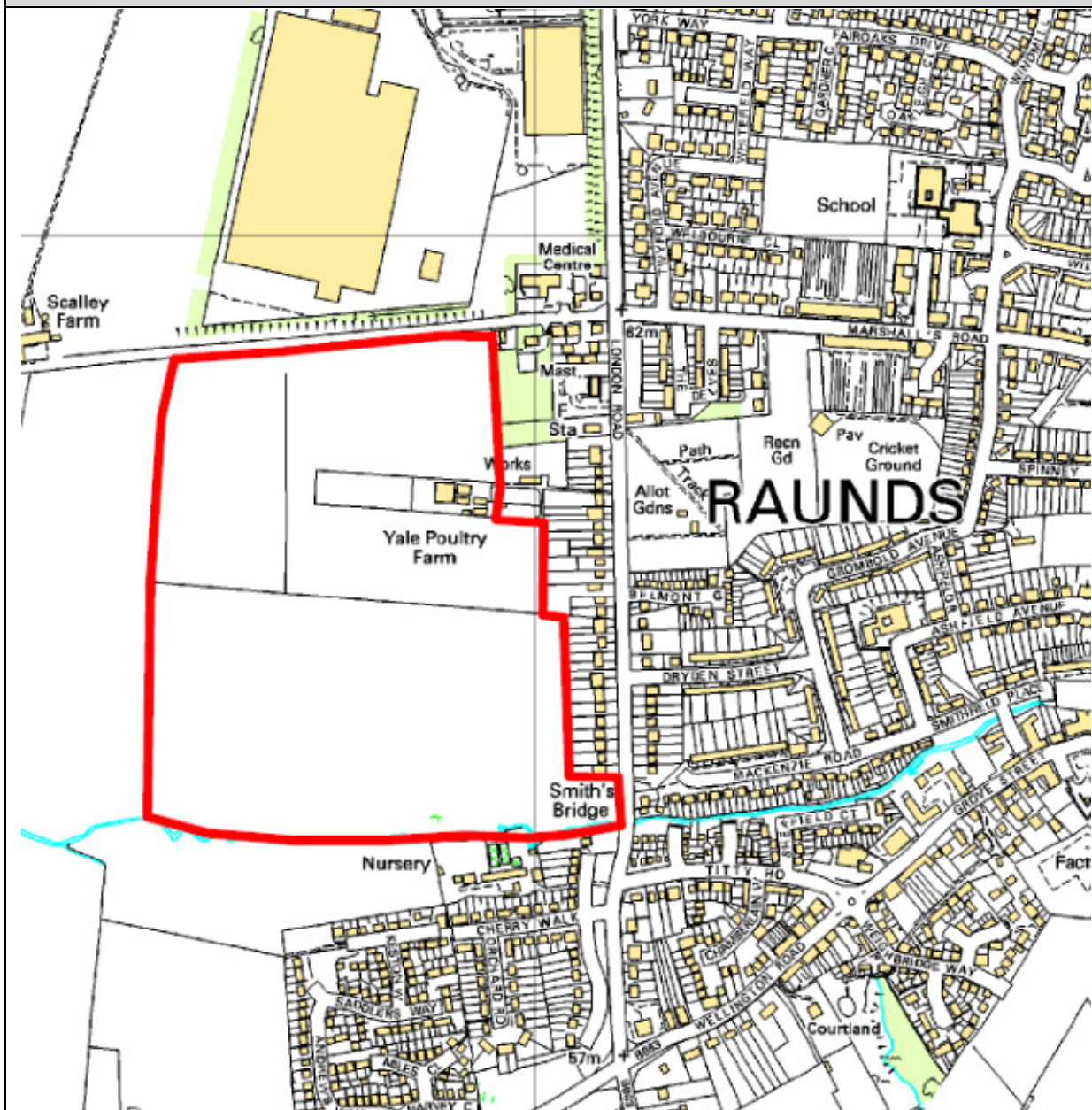
Criteria	Comments
Proximity to services	<div style="background-color: #90EE90; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></div> Raunds High Street provides a good range of low order goods - with a pharmacy, post office etc. There is a school within walking distance and a doctor's 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

DRAFT

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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

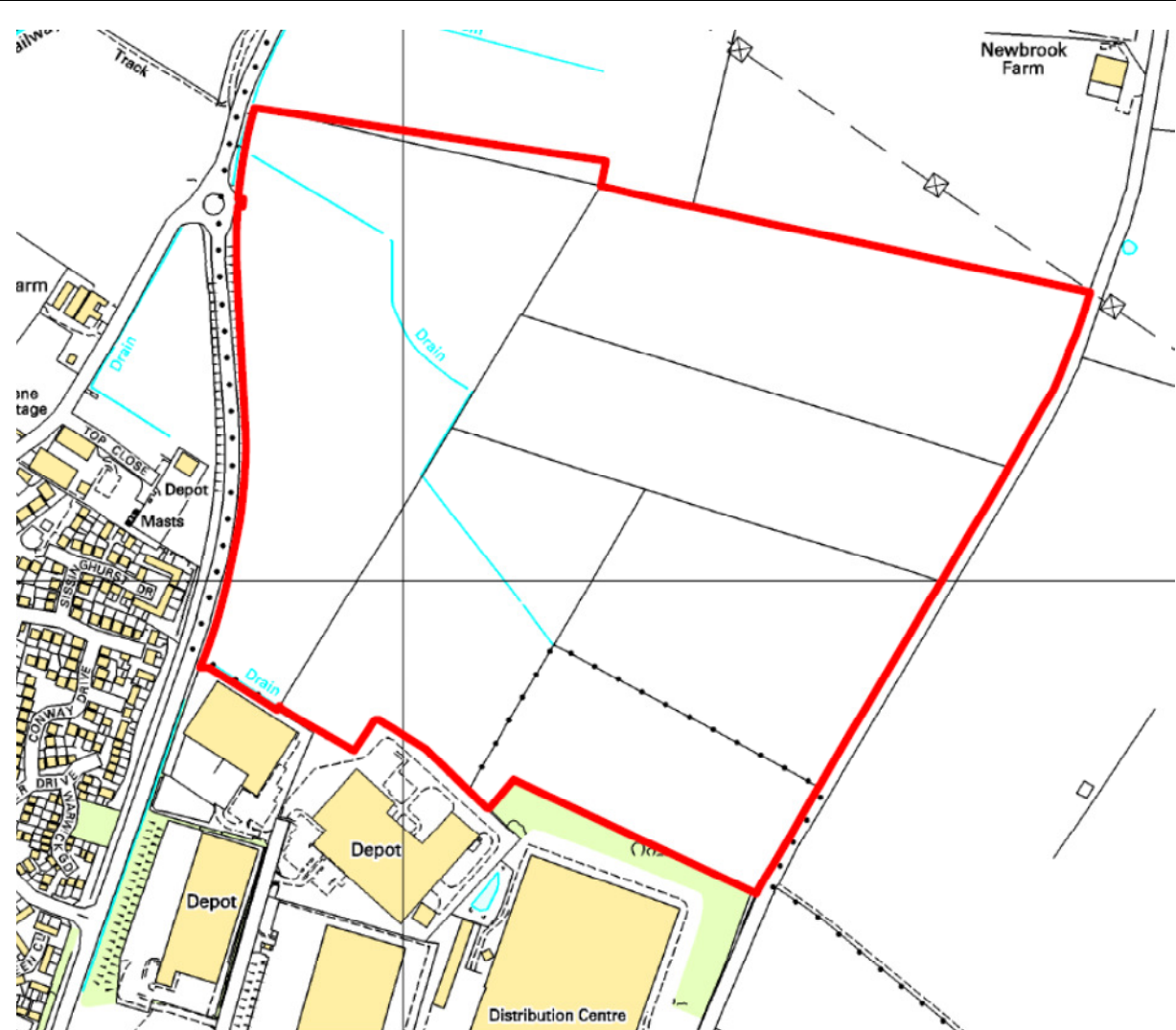
Criteria	Comments
Proximity to services	Raunds High Street provides a good range of low order goods - with a pharmacy, post office etc. There is a school within walking distance and doctor's surgery. The nearest leisure centre would be at Rushden
Proximity to a trunk/principal road	Site is 1.2km to A45.

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

DRAFT

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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

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	Yellow	Difficult to assess without more detail regarding

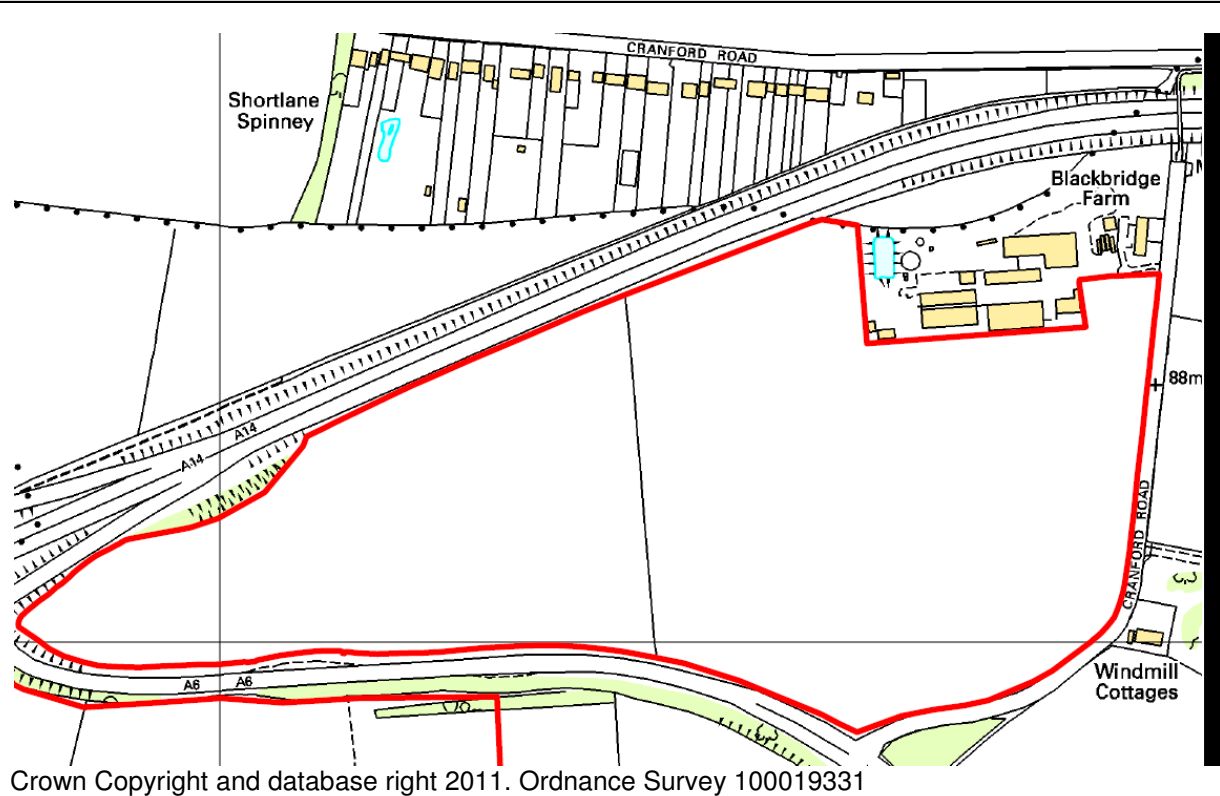
		employment type. Development would, however, have a significant impact on the A14 Junction 13/A45 and is reliant on improvements to the A45 and A14. It would also put additional pressure on the A605/Oundle Road. Likely to be difficult to serve by public transport.
Utilities		Full services would need 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 boundary		Need to provide appropriate links
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

DRAFT

Sites within Kettering Borough

Local authority: Kettering	
Site 2: A14 junction 10, Burton Latimer	
Other references: SELA - K14. KES – BL1&2	
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.	



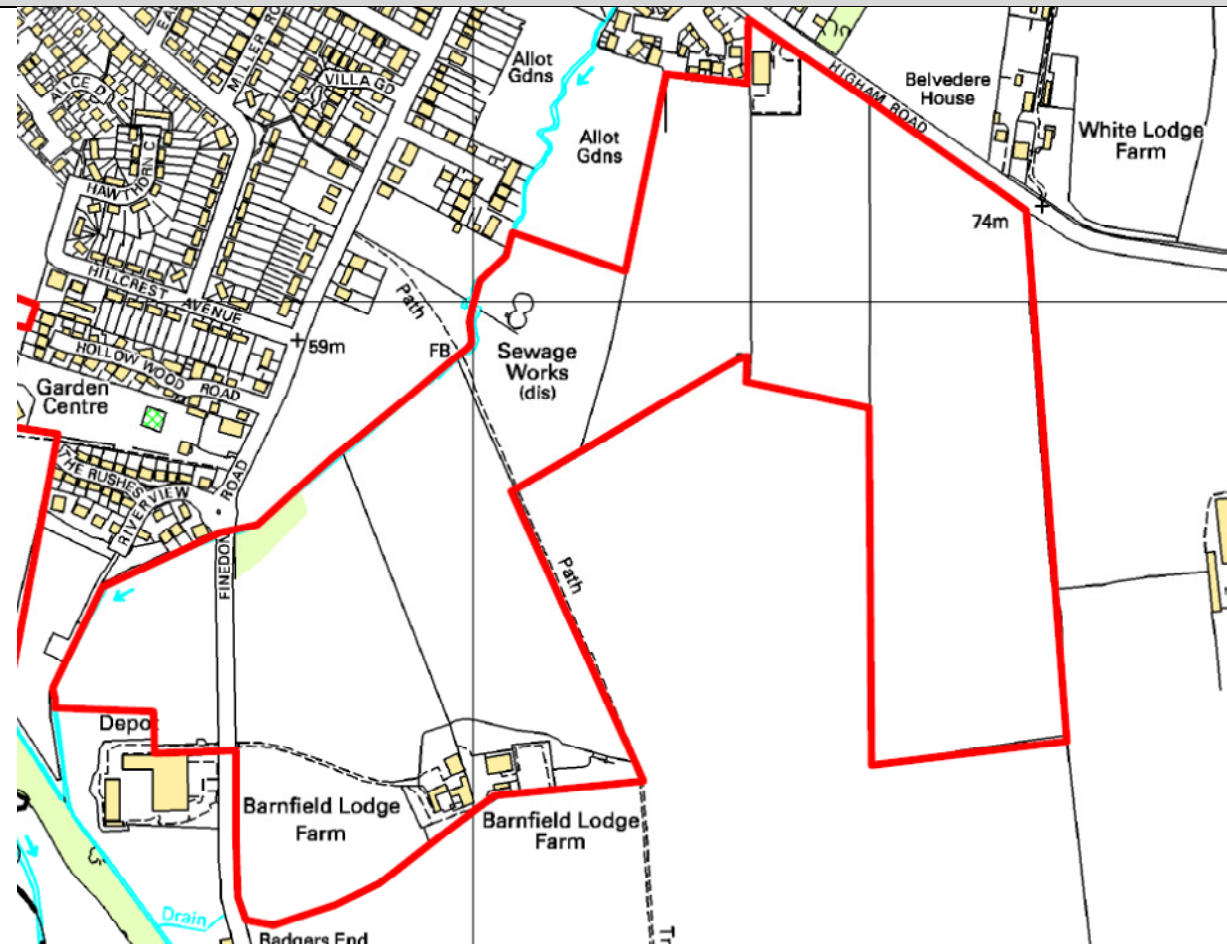
Criteria		Comments
Proximity to services	Yellow	Site is served by X1 on a better than hourly basis. Shops are just over a mile away.
Proximity to a trunk/principal road junction	Green	Located directly on the principal road network (A6) and adjacent but not directly connectable to the trunk road network (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

DRAFT

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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

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		

DRAFT

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	
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

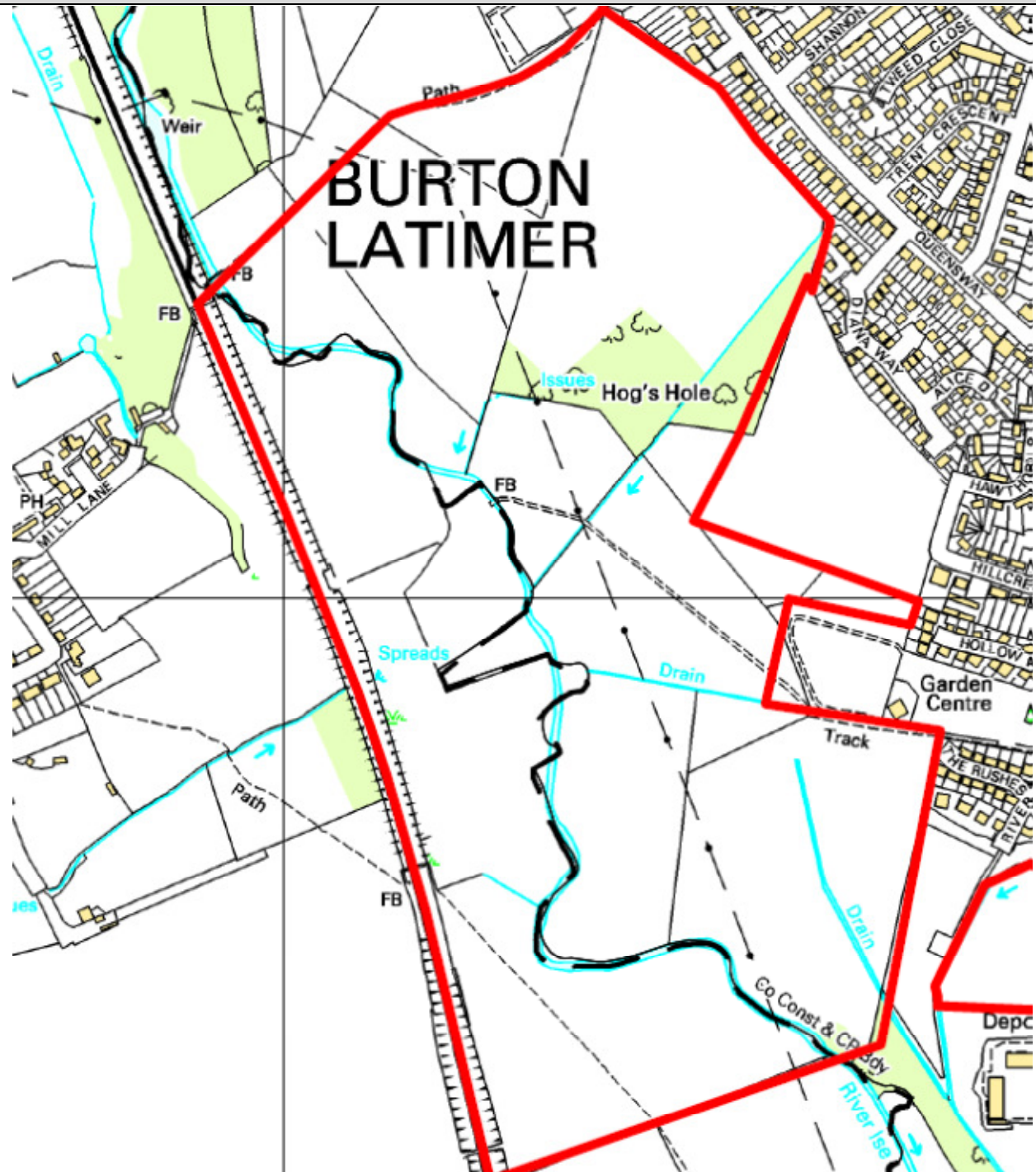
Site Assessment: Housing

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.

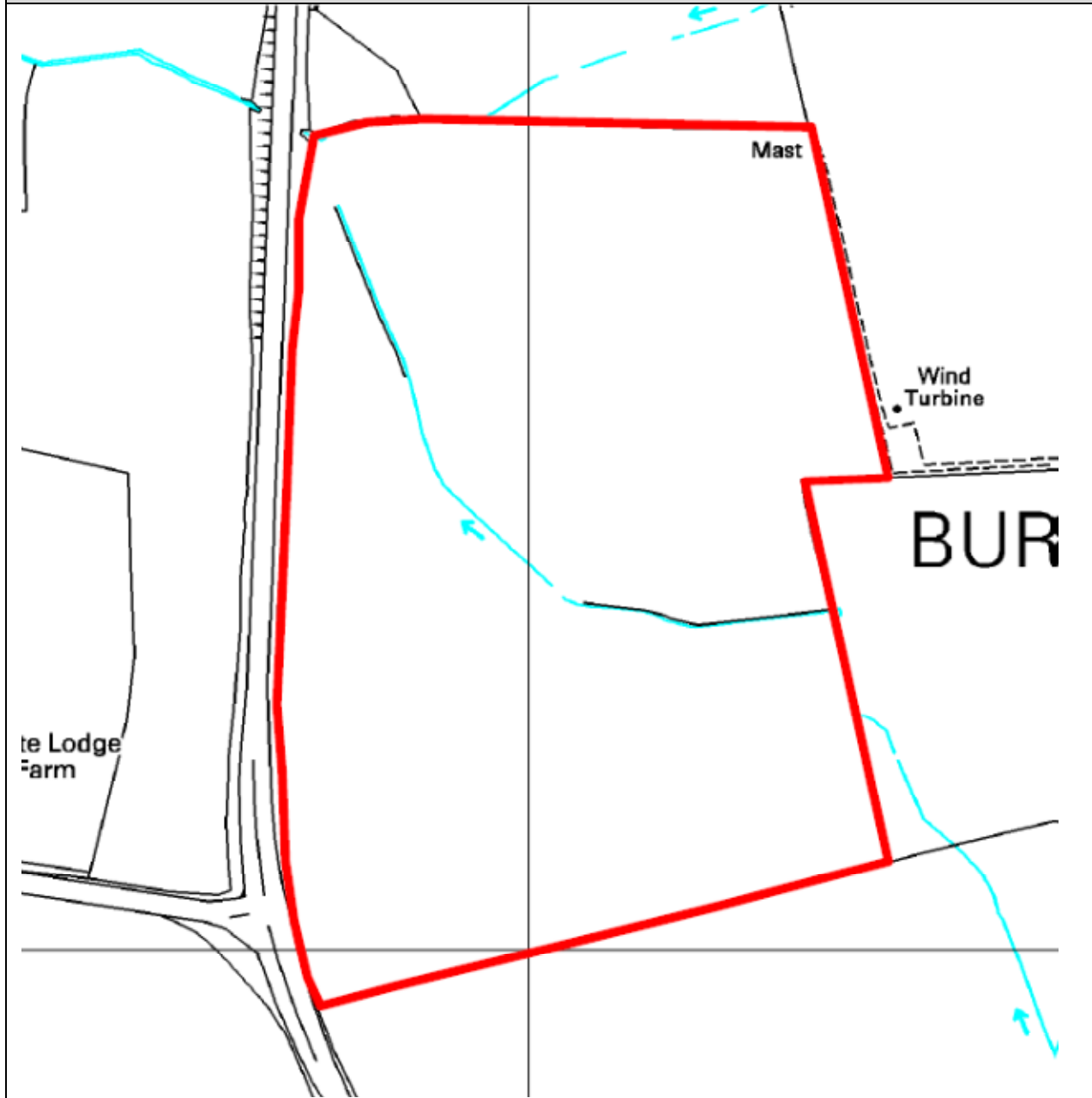


Crown Copyright and database right 2011. Ordnance Survey 100019331

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		Site has not been assessed in the Urban Structures Study due to its proximity to the floodplain.
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 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. 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 settlement		Would result in coalescence between Isham and Burton 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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

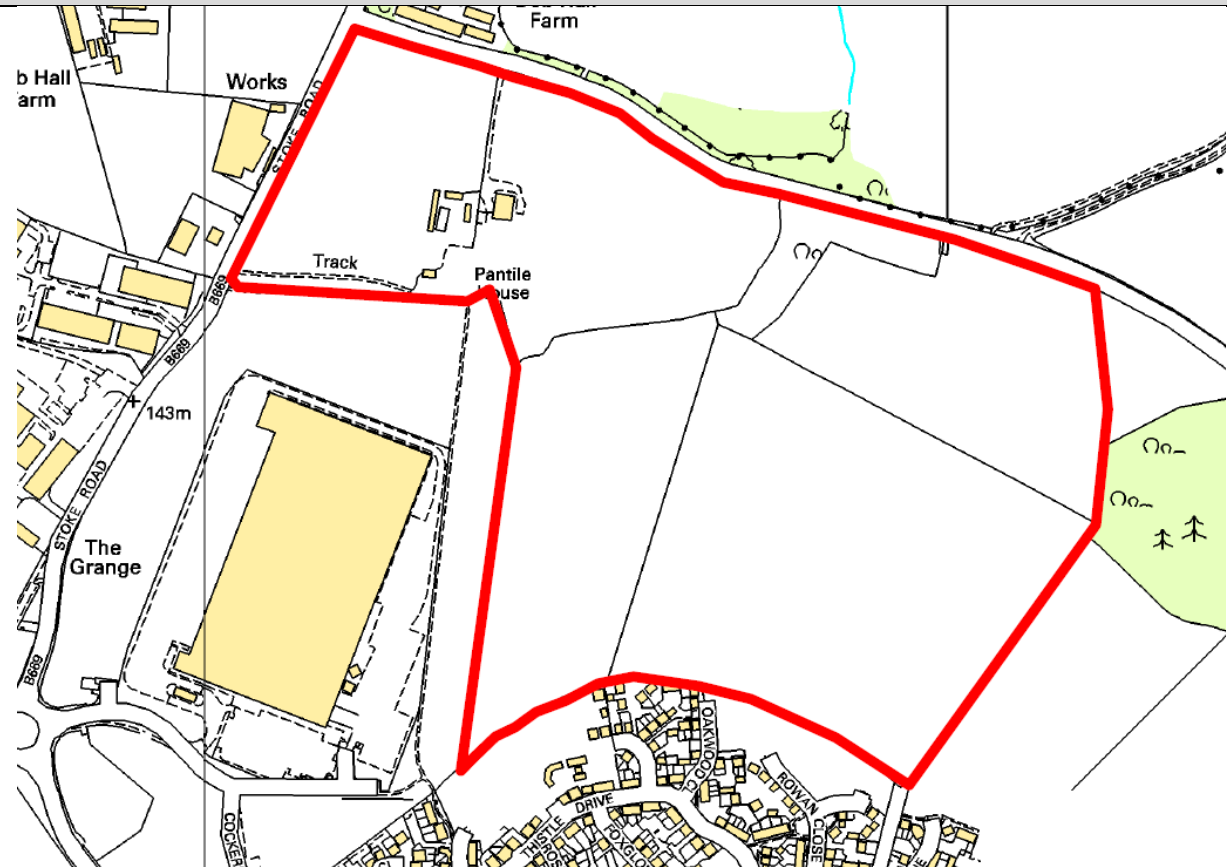
Criteria		Comments
Proximity to services		Area is potentially served by route 50 (Bedford to Kettering) on a half-hourly basis. Shops on High Street are less than a mile walk away.
Proximity to a trunk/principal road junction		Located directly on to the principal road network (A6)

Connectivity to the existing urban area	Red	Not assessed as part of the urban structures study but the A6 is a major barrier
Access Infrastructure	Yellow	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	Yellow	There is broadly capacity to accommodate this site - however A14 junction 10 is a constraint.
Utilities	Yellow	It is envisaged that service infrastructure would be required.
Impact of an existing notifiable installation, including pipelines, on the development	Green	Not within the specified consultation zone of a notifiable installation
Impact on existing sports and recreation facilities, including allotment land	Green	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.	Yellow	Site is located adjacent to the A6 – mitigation measures are likely to be necessary.
Impact of the development on neighbouring land uses	Yellow	Compatible subject to appropriate mitigation
Impact on biodiversity	Blue	Area not assessed as part of the Environmental Sensitivity Consolidation background report.
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance	Yellow	No designated sites affected, however, although there are features such as hedgerows and a stream on-site. Impact on protected species unknown.
Impact on visual landscape	Blue	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	Blue	Area not assessed as part of the Environmental Sensitivity Consolidation background report.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)	Green	No listed buildings etc, although an assessment of the archaeological significance of the site will need to be undertaken.
Impact on the existing form of the settlement	Red	Would be separated from Burton Latimer by the A6 and visually detached from the town.
Flood risk	Green	The site is outside a designated flood zone
Impact on the use of previously developed land	Red	Greenfield site
Impact on the quality of agricultural land	Red	Grade 3 land – unclear whether this is 3a or 3b
Impact on the stock of minerals	Green	Site does not include land allocated for mineral extraction.
Availability	Yellow	Site is within the ownership of the promoter but availability is unclear
Deliverability - Likelihood of site coming forward for development	Yellow	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	Red	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 32: Desborough North	
Other references: SHLAA 1160, KBC - DE/078	
Site Assessment: Sustainable Urban Extension	
Site Area: ~33 ha	Settlement hierarchy: Market Town
Proposed development: The site is the subject of a planning application (ref KET/2011/0235 - http://www.kettering.gov.uk/planningApplication/99235) for 700 dwellings together with a local centre, primary school, green infrastructure and accesses.	
Site description: The site is located on the north side of Desborough and is bounded to the west by Magnetic Park, an industrial estate. There is open countryside to the north and east of the site with residential development to the south.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

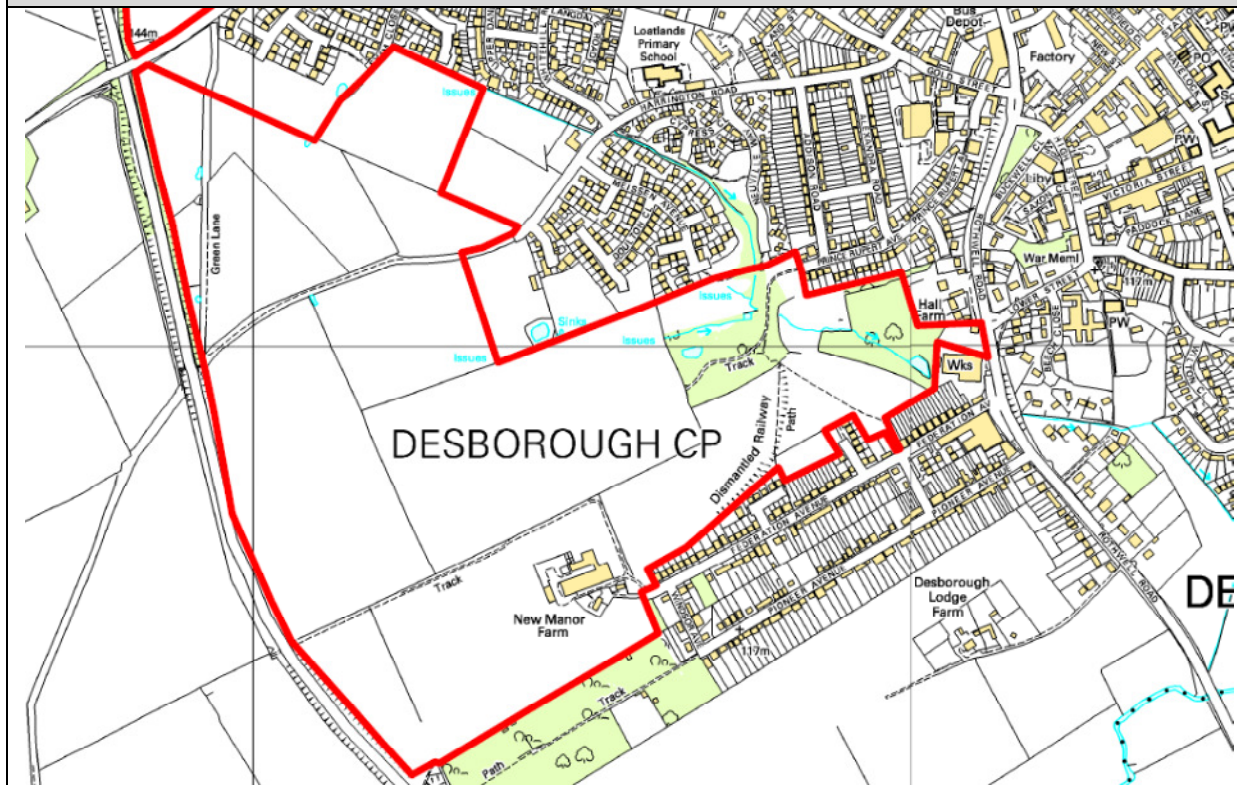
Criteria	Comments
Proximity to services	Shops and schools are less than a mile away. There is an area of employment adjacent to the site with other employment accessible via an hourly bus service. Notwithstanding the above, proposals include provision for additional facilities on-site.
Proximity to a trunk/principal road junction	Close to the principal road network. The A6 is ~ 2km away and A14 is ~ 5km away.
Connectivity to the existing urban area	Integration capacity assessed as grade D. The railway line is a significant barrier to pedestrian movement towards the town centre. There are links which connect to the surrounding roads which then lead into the centre. The open space north of Yaffle Crescent (The Grange), between Pipewell Road and Rothwell North, is a further barrier along with the neighbouring employment area (Magnetic Park) to the west and Pipewell Road to the

		east. In terms of urban form, this site does not connect well with Desborough and therefore serving it by public transport will be challenging.
Access infrastructure		Discussions are ongoing - access possible off B669.
Capacity of the highway network		Capacity is constrained through town and improvements, which are achievable with funding, are required (discussions ongoing). Impacts on capacity will occur between Desborough and Rothwell and access points onto A6 (B576 etc)
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 impact.
Impact of existing noise or odour (major road, railway, domestic waste disposal site or other source) on the development.		Site adjoins an employment area. The Environmental Statement accompanying the planning application indicates that an existing bund would be extended. To mitigate noise associated with the operation of Albany a buffer zone of approximately 125 metres between the site and proposed residential properties would be provided, utilising the intervening land for non-noise sensitive uses.
Impact of the development on neighbouring land uses		Compatible, subject to mitigation measures as referred to above.
Impact on biodiversity		Area of medium biodiversity sensitivity. The Environmental Statement accompanying the planning application indicates that, overall, the site is of low ecological value with no designated sites and few protected species. Proposals have been put forward to enhance biodiversity through the provision of green infrastructure
Impact of the development on a protected species or on a site recognised for its wildlife or geological importance		The Environmental Statement accompanying the planning application indicates that, overall, the site is of low ecological value with no designated sites and few protected species. Proposals have been put forward to enhance biodiversity through the provision of green infrastructure
Impact on visual landscape		Area of medium landscape sensitivity The Environmental Statement indicates that the site is well contained visually and with very little influence on the adjacent landscape. Green infrastructure proposals should bring landscape and visual benefits
Impact on heritage		Area of medium heritage sensitivity. The Environmental Statement indicates that there are no listed buildings etc on the site. There is however thought to be some limited potential for unknown buried archaeological deposits and any such remains would need to be dealt with prior to commencement of development.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens)		The Environmental Statement indicates that there are no listed buildings etc on the site. There is however thought to be some limited potential for unknown buried archaeological deposits and any such remains would need to be dealt with prior to commencement of development.
Impact on the existing form of the settlement		Overall, neutral impact on the form and character of the settlement
Flood risk		The site falls within flood zone 1. The Environmental Statement indicates that the implementation of SuDS techniques will accommodate the increased surface water runoff associated with new areas of hardstanding to ensure there is no significant residual flood risk.
Impact on the use of previously developed land		Greenfield site
Impact on the quality of agricultural land		The Environmental Statement indicates that the site comprises of grade 3b (25%) and grade 4 land (69%) i.e land which is not "best and most versatile agricultural land"
Impact on the stock of minerals		Site is not allocated for mineral extraction.
Availability		Held by a developer/willing owner. Planning application has been submitted.

Deliverability - likelihood of site coming forward for development		SHLAA score of 4 – very good marketability/viability
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.
Other considerations		
Development of this site would result in the requirement for a new primary school		Possible impact on site viability
Summary of Assessment:		
Key positive factors		Key negative factors
Good access to a range of services		Poor connectivity – possible requirement for a crossing over the railway
Held by a developer/willing land owner and planning application submitted for development		
Site identified in the Rothwell and Desborough Sustainable Urban Extension (SUE) Plan as the location for the Desborough SUE.		
Very good marketability		
There are an adequate number of potential access points relative to the site. Minimal access infrastructure is required.		
Does not involve the loss of best and most versatile agricultural land		

DRAFT

Local authority: Kettering	
Site 33: Desborough West	
Other references: SHLAA – 1024, KBC - DE/077	
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.	

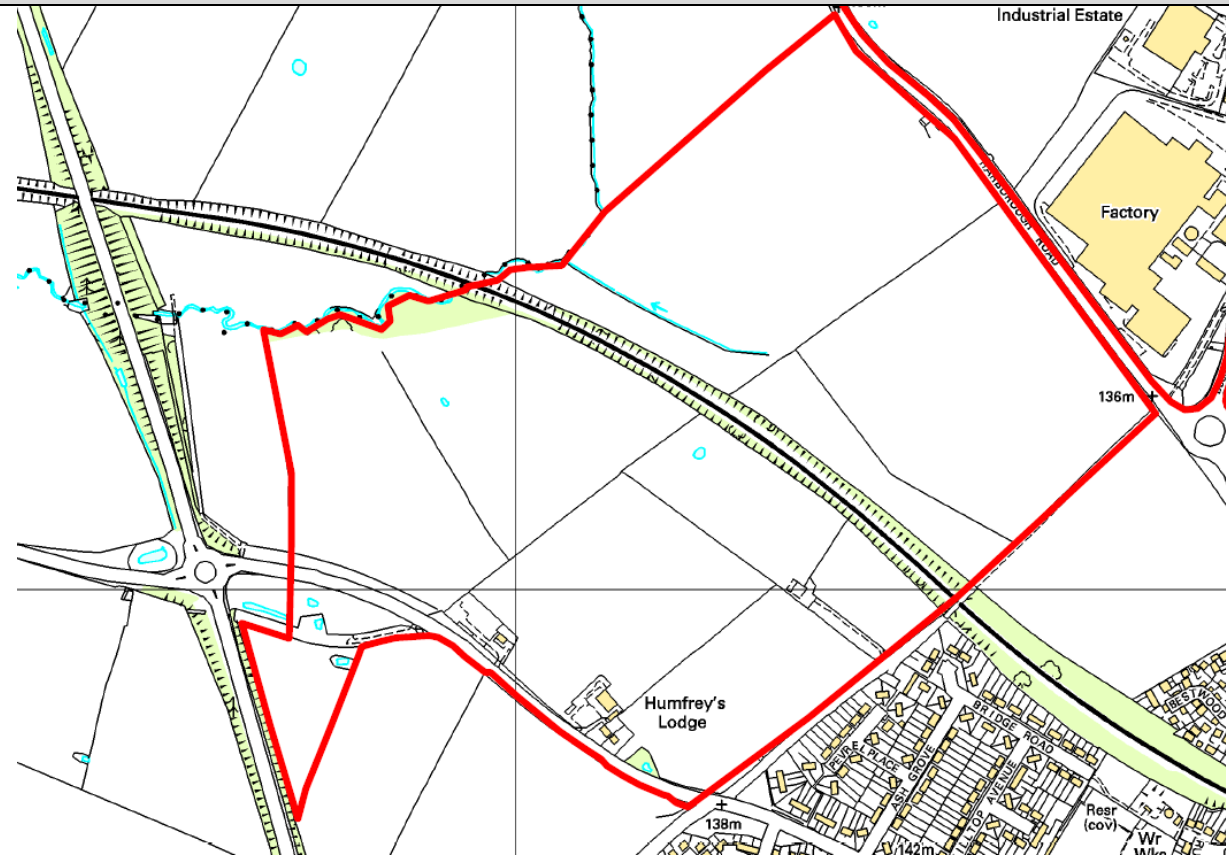


Crown Copyright and database right 2011. Ordnance Survey 100019331

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.	

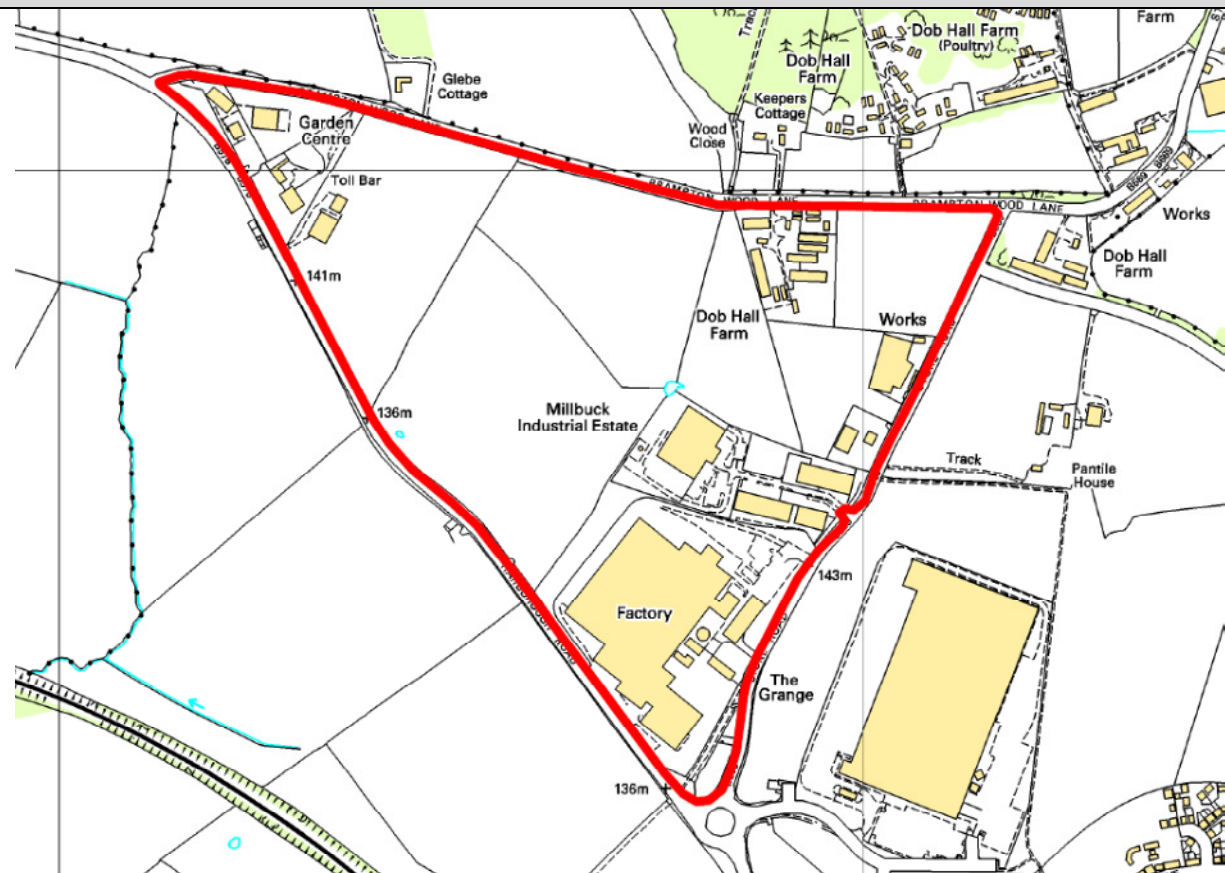


Crown Copyright and database right 2011. Ordnance Survey 100019331

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.	

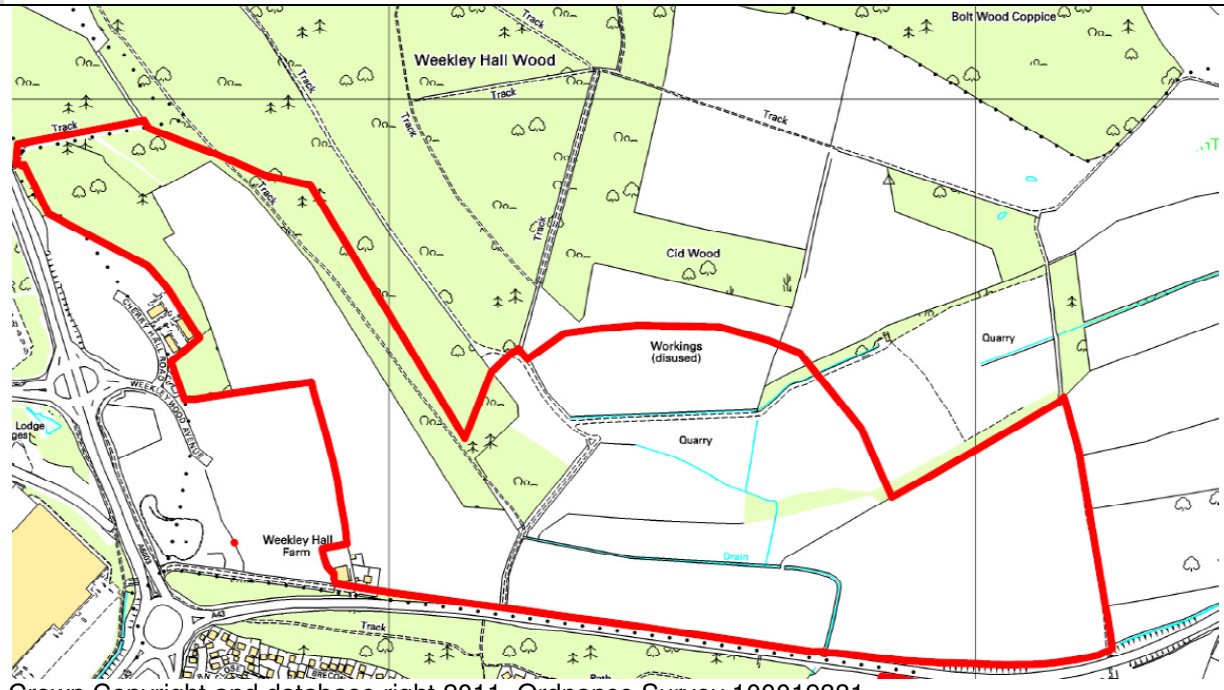


Crown Copyright and database right 2011. Ordnance Survey 100019331

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	Light Blue	Not assessed as part of the Urban Structures Study
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 j(unction 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	
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 provide additional woodland planting.	



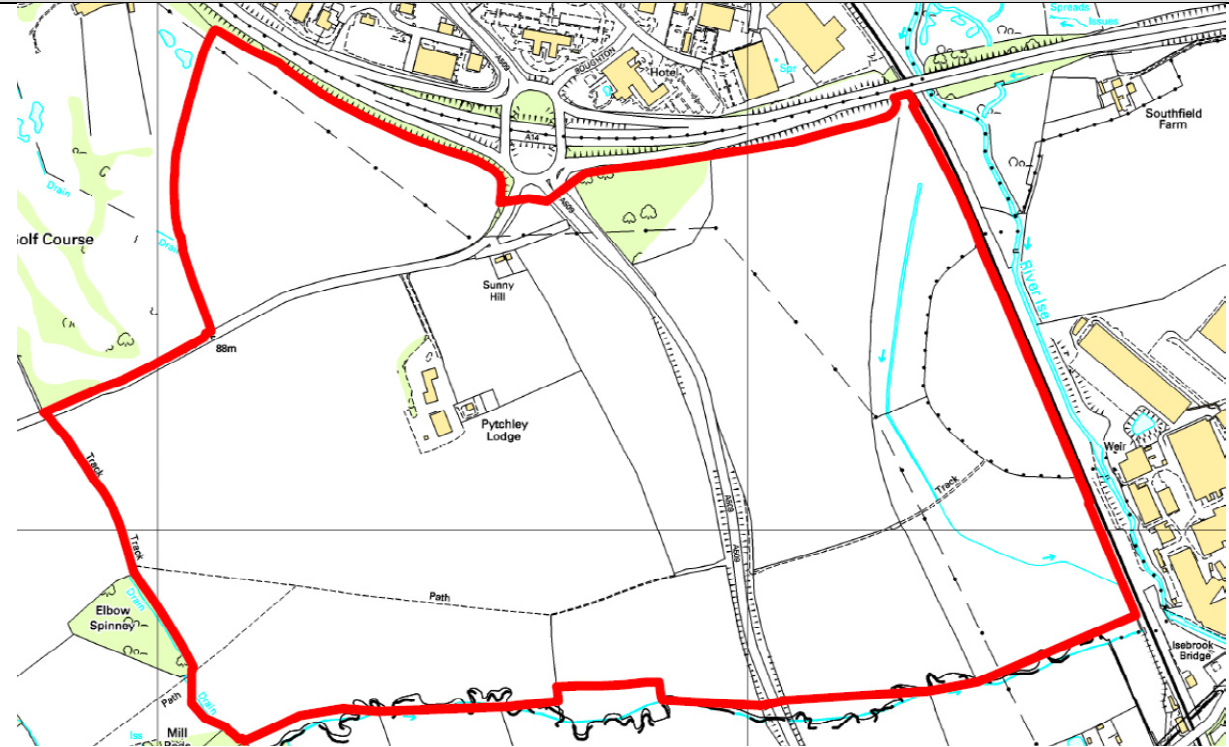
Crown Copyright and database right 2011. Ordnance Survey 100019331

Criteria		Comments
Proximity to services	Yellow	Served by X4 bus service on a better than half hourly basis. Nearest shops are 1-3 miles away.
Proximity to a trunk/principal road junction	Green	Located directly onto the principal road network (A6003/A43)
Connectivity to the existing urban area	Red	Integration capacity assessed as grade E. The A43 is a high speed route which would be difficult to cross. The housing estate to the south has no available connecting points. The green buffer to the south of the A43 further isolates the site.
Access infrastructure	Yellow	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	Yellow	Mostly capacity there already but would have direct impact on trunk and principal road network so enhancements probably required, which may include the need for dualling of the current A43. Impact of the Corby Link Road will also be a factor to be considered. As with site 49(North Kettering B), the site will contribute cumulatively to the capacity enhancements needed in the town centre.
Utilities	Yellow	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.
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		Site includes grade 3 and 4 agricultural land – unclear whether it is grade 3a or 3b.
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		

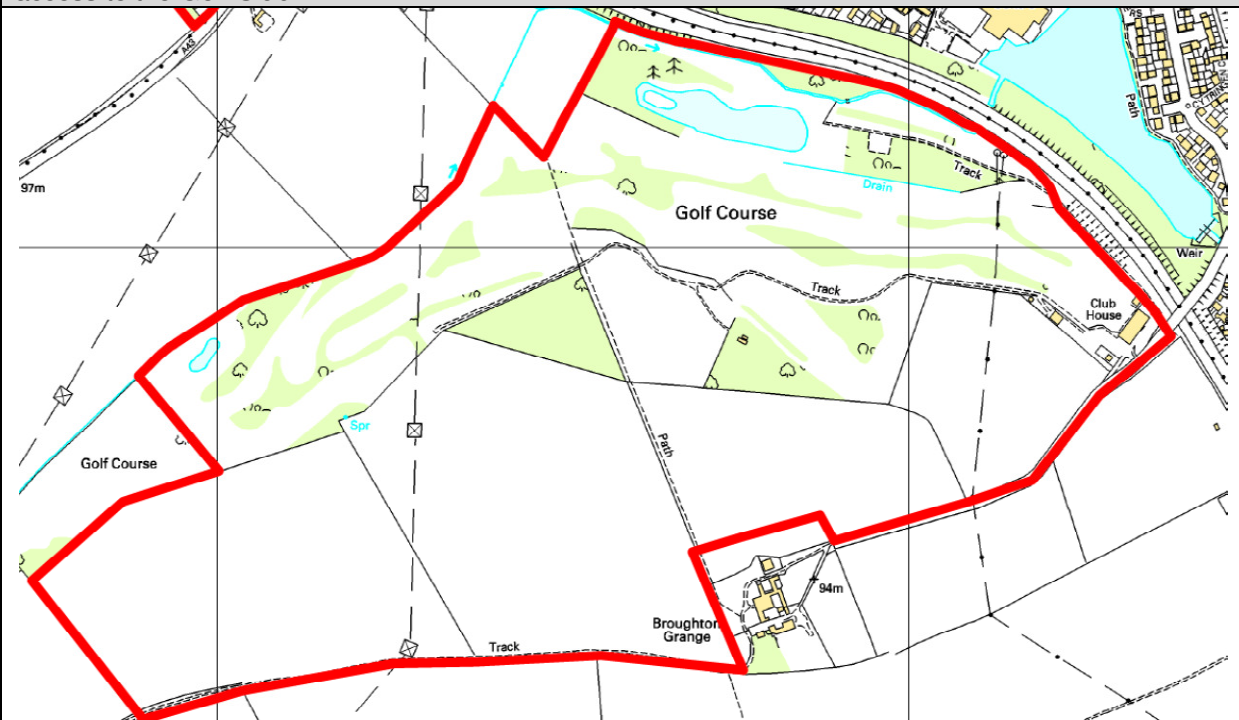
DRAFT

Local authority: Kettering	
Site 43: Land at Kettering South	
Other references: SELA K1	
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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
Criteria	Comments
Proximity to services	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	Located directly on the trunk road network (A14 (J9) and A509).
Connectivity to the existing urban area	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	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	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
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 not 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 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		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
	Potential for visual coalescence with Isham and Pytchley
	Not being actively promoted
	Loss of best and most versatile agricultural land

DRAFT

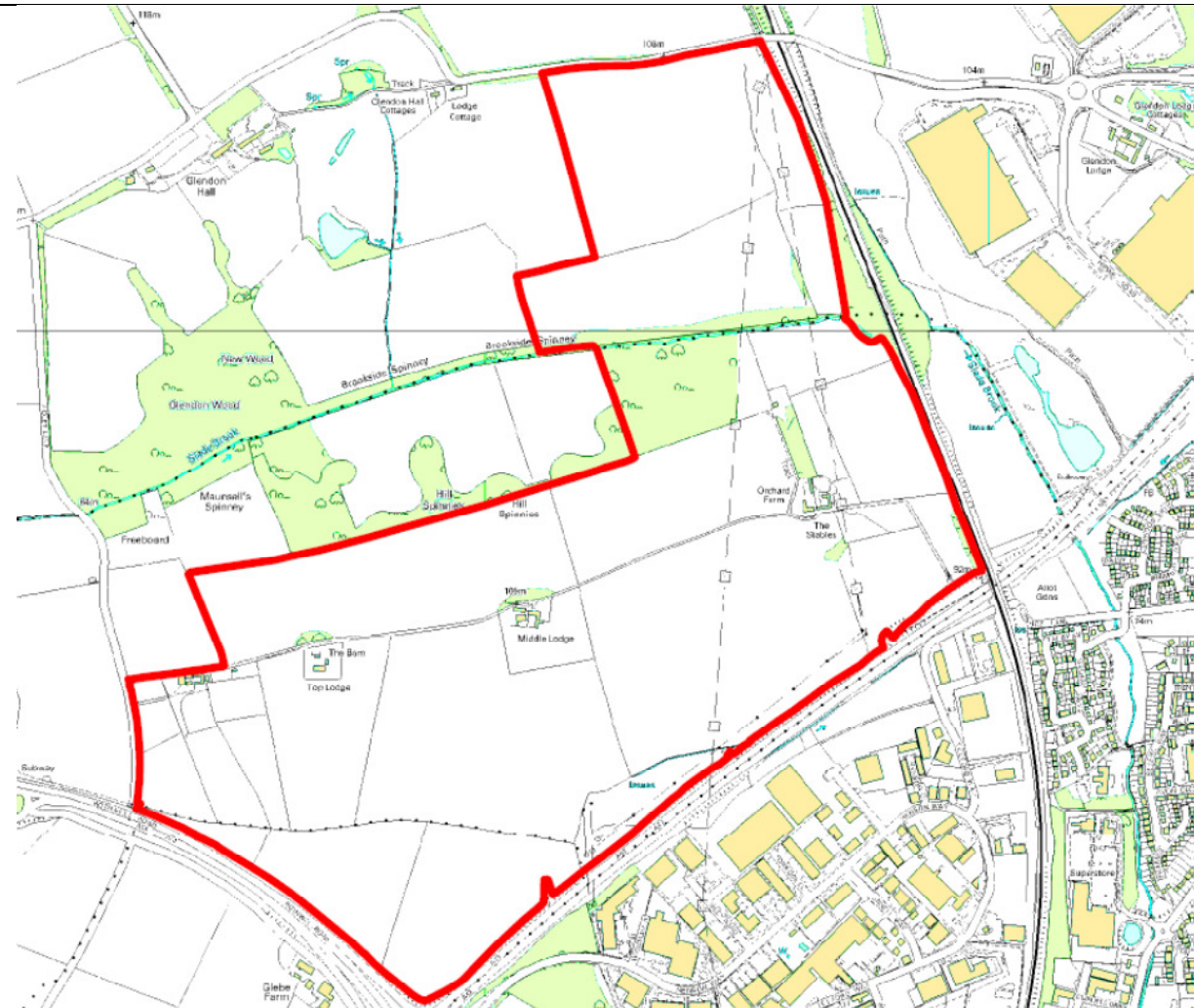
Local authority: Kettering	
Site 50: Kettering West Sustainable Urban Extension	
Other references: SHLAA – 1087 and 2206, KBC – KE/016	
Site Assessment: Housing/Employment	
Site Area: ~ 110ha	Settlement hierarchy: Growth Town
Proposed development: The site has capacity for ~ 2750 dwellings (SHLAA estimate), although this would reduce according to the amount of employment land that was to be provided. The sites were not assessed, however, as part of the SELA.	
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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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
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		
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

DRAFT

Local authority: Kettering	
Site 45: Kettering Hub	
Other references: SHLAA – 1025, SELA - K7	
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.	

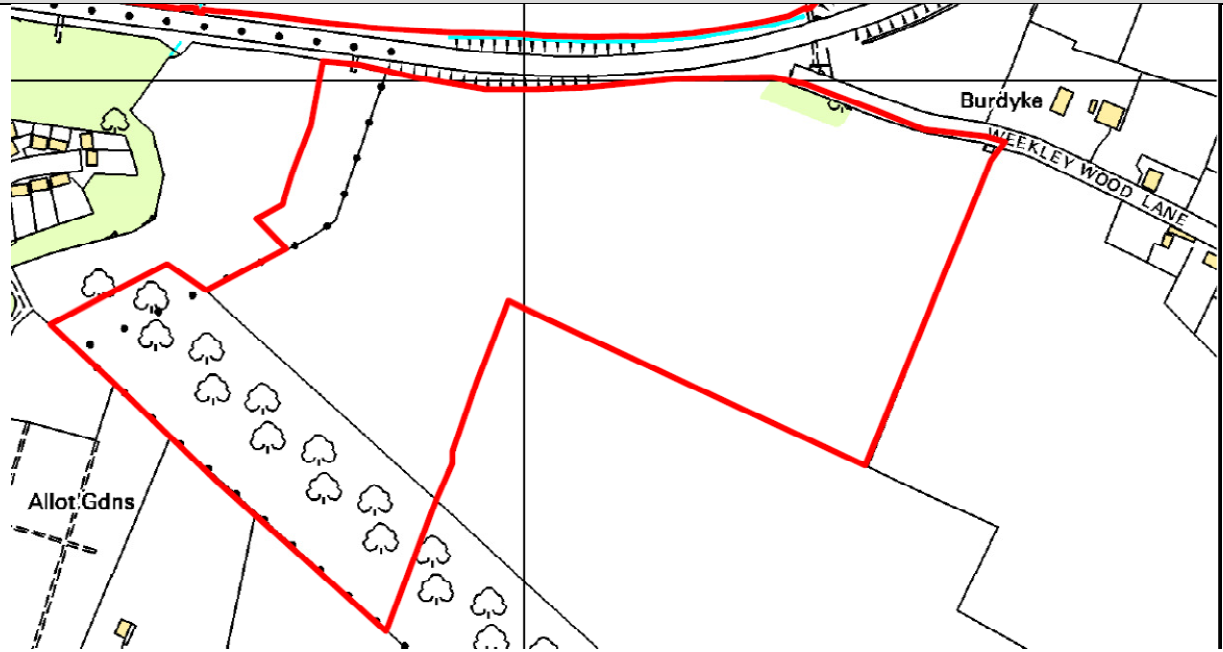


Crown Copyright and database right 2011. Ordnance Survey 100019331

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

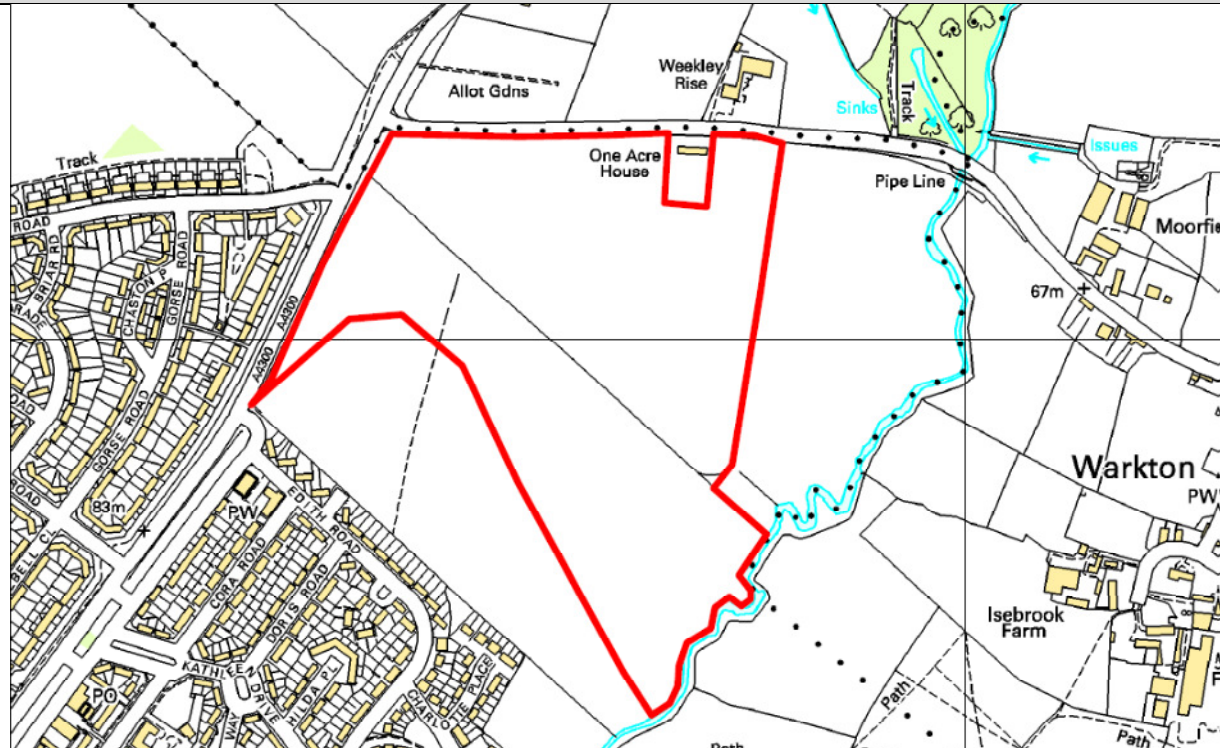
		opportunity to enhance connectivity. The railway line and A43 form significant barriers. Linking the A43 into the town's structure would require the nature of the road to wholly change, with multiple access points on it, frontage along etc. Railway line may offer potential for a public transport link.
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.
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 - 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. Various field patterns. 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 Glendon Hall (Grade II) to the north/west of the site and Parkland area. Significant areas of reinstated former
Impact on listed buildings, conservation areas, scheduled ancient monuments		

and historic parks and gardens		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		Landowners' intentions unclear - site in multiple ownership. The previous promoters have indicated that they no longer have an interest in the site.
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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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	Site not assessed as part of the Urban Structures Study.
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	Adjacent to A43

road, railway, domestic waste disposal site or other source) on the development.		
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	

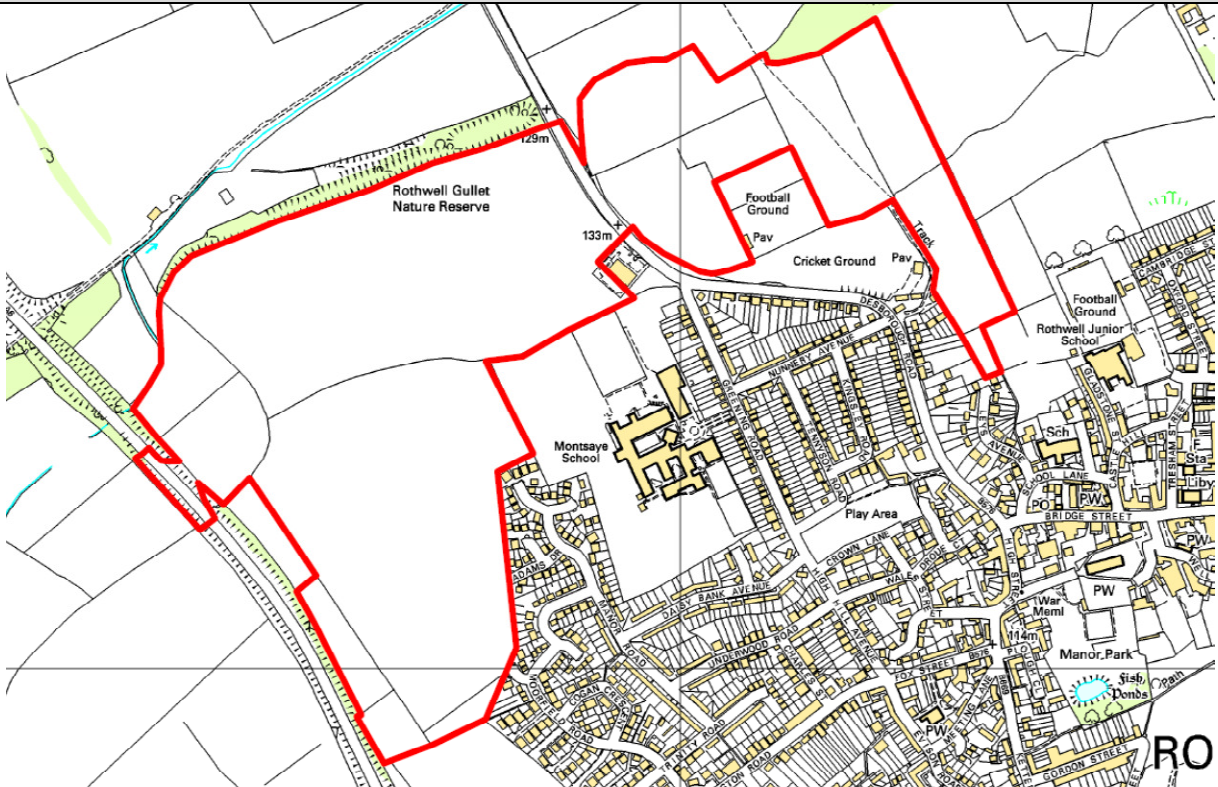
Local authority: Kettering	
Site 49: North Kettering B	
Other references: SHLAA - 2184, KBC- KE/036	
Site Assessment: Housing	
Site Area: ~23 ha	Settlement hierarchy: Growth Town
Proposed development: Potential for ~ 700 dwellings (SHLAA estimate)	
Site description: The site is located on the north-eastern 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.	



Crown Copyright and database right 2011. Ordnance Survey 100019331

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 not assessed as part of the Urban Structures Study
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.

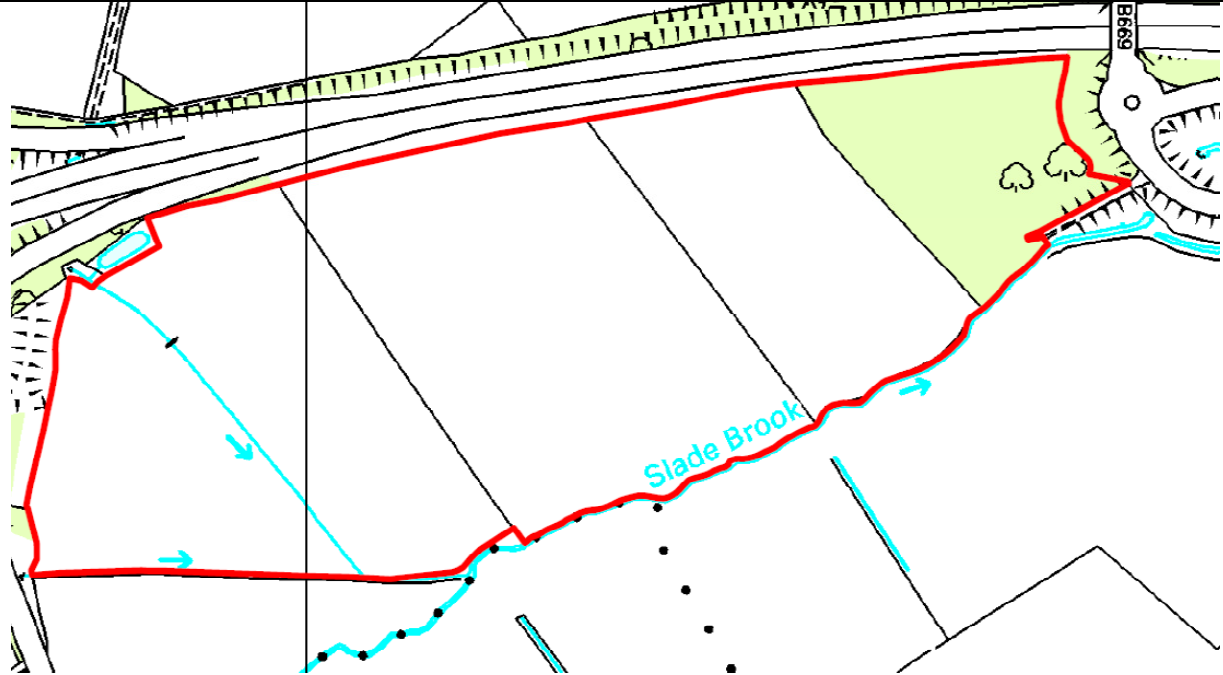
		Relatively minor tweaks could provide the capacity required. As with site 48 (North Kettering A), the site will contribute cumulatively to the capacity enhancements needed in the town centre.
Utilities		Average to service.
Impact of an existing notifiable installation, including pipelines, on the development		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.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
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		Likely to result in the loss of some best and most versatile agricultural land

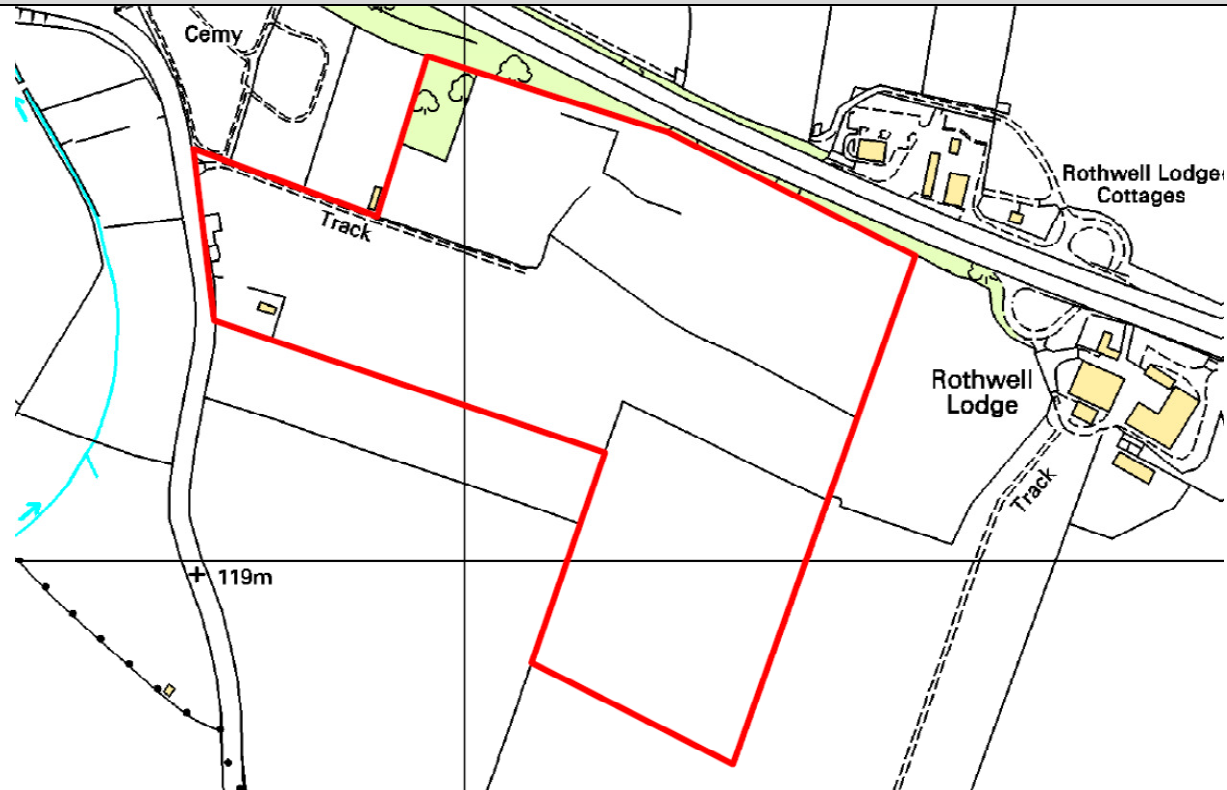
the preferred location for the Rothwell SUE.	
Good proximity to services	
Access directly on to the A6	
Willing land owner and the subject of a current application	
Very good marketability	

DRAFT

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.	
 <p>Crown Copyright and database right 2011. Ordnance Survey 100019331</p>	
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	Not assessed as part of the Urban Structures Study. The A14, however, presents a major barrier to connectivity with Rothwell.
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	Not within the specified consultation zone of a notifiable installation

development		
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.	



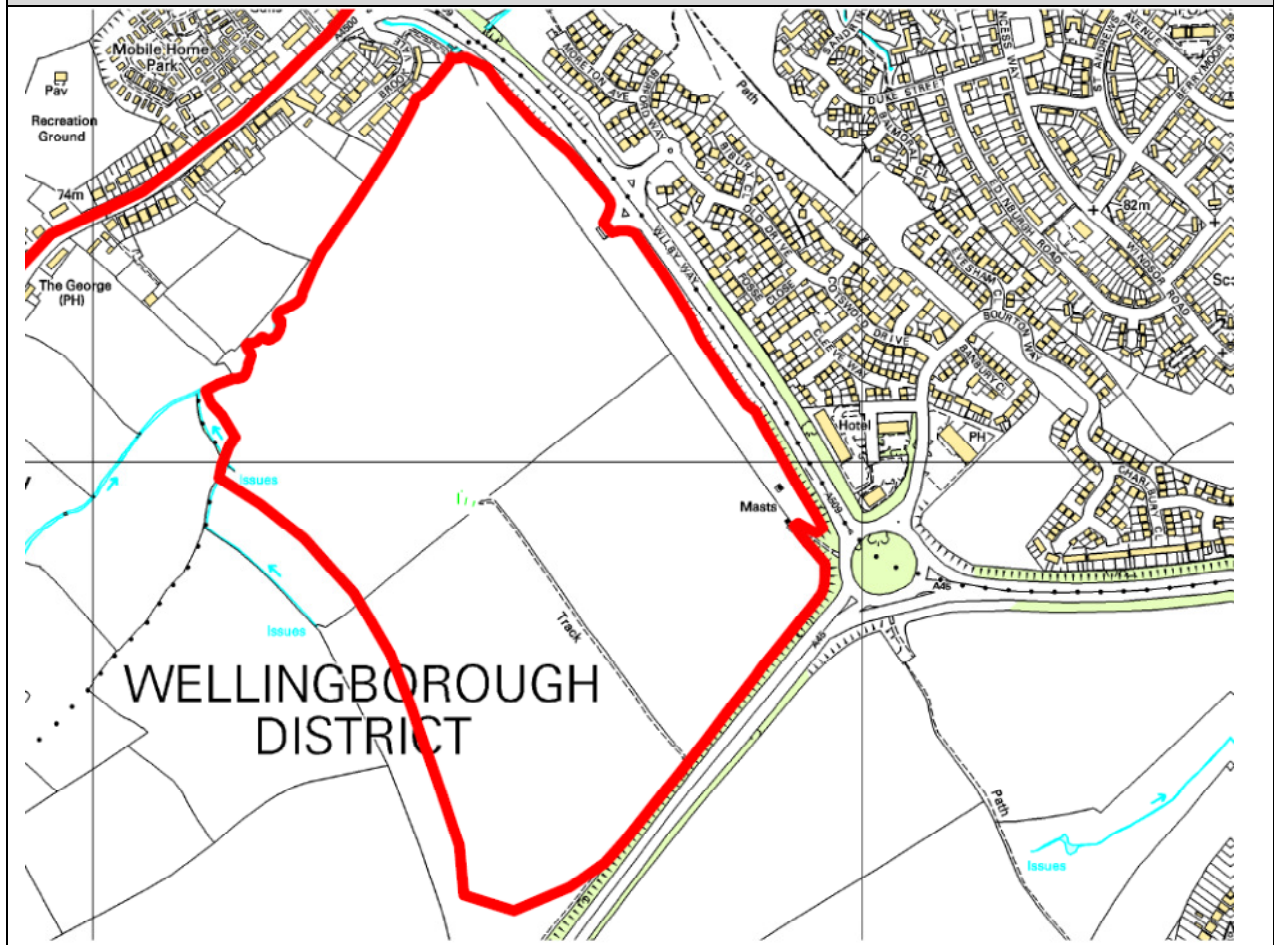
Crown Copyright and database right 2011. Ordnance Survey 100019331

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		Site is adjacent to the A14, although it is anticipated that

road, railway, domestic waste disposal site or other source) on the development.		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

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	
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.	



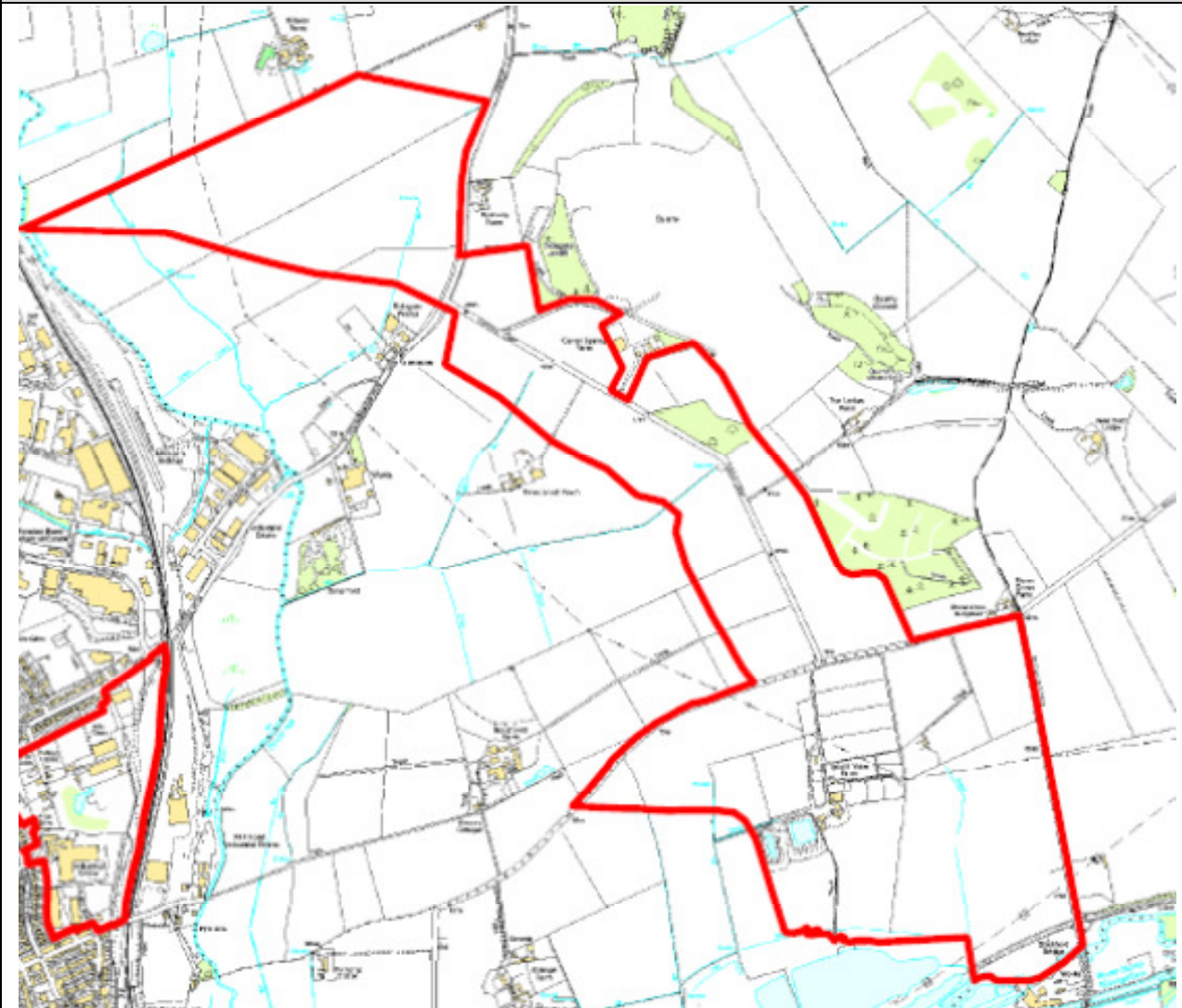
Crown Copyright and database right 2011. Ordnance Survey 100019331

Criteria		Comments
Proximity to services		Overall, proximity to services is medium. 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, but would need radical changes to the A509 to allow for better integration. Proposals put forward by the promoter include crossing points over the A509.
Access infrastructure		Discussions are ongoing regarding this site, including the feasibility of an access off the A509, which is challenging due to the proximity of the A45.
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		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. 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 proposals for a waterside country park in this location.
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.
Impact on visual landscape		Area of high sensitivity - development would be very prominent when viewed from Wilby and would result in visual coalescence
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 need to be assessed for their significance.
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 Wilby which will give rise to concerns regarding potential coalescence.
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		SHLAA score of 3 – good marketability and/or viability SELA score of 4 - The site would appeal to a wide range

development		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 are two public footpaths which cross or adjoin the site between the A45 and Wilby.		
Proposals should link to these routes in order to enhance integration 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
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 viability of public transport
Possible 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	
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.	

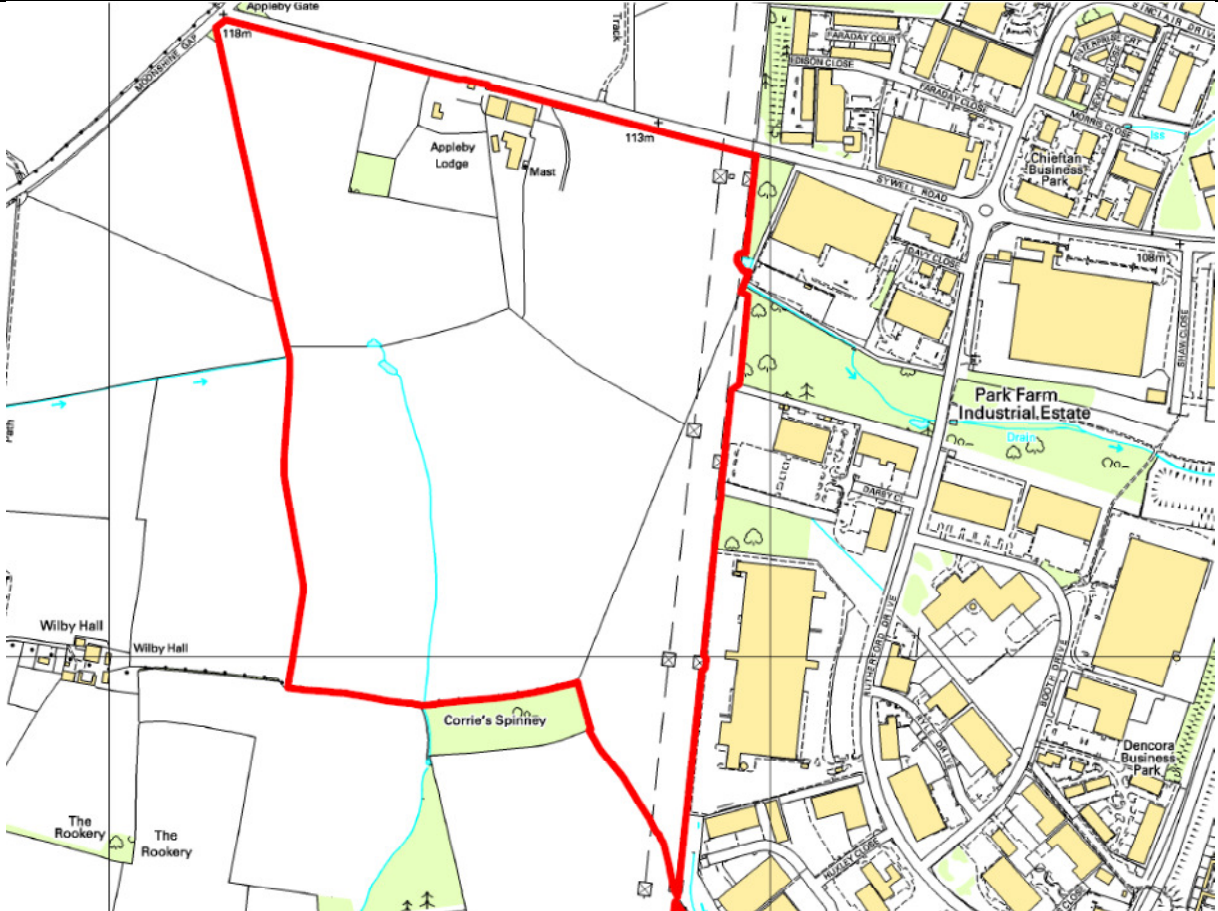


Crown Copyright and database right 2011. Ordnance Survey 100019331
 Errata - 5th September 2012: Site plan amended

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 another access onto the A45. This assessment assumes that all of this infrastructure will be provided as part of WEAST. Site landlocked without WEAST
Capacity of the highway network		Modelling has shown that WEAST can be delivered with some significant capacity enhancements - this extension to the development would use the same infrastructure (connectivity between the two is critical).
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		Area of high sensitivity – areas adjacent to the River Nene and River Ise are within the Nene Valley Nature Improvement Area. There are also water bodies, woodland blocks etc within or adjacent to the site. 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, Irthingborough 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 of 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		
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
	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		Area of high biodiversity - masterplanning will, however, provide an opportunity for biodiversity gain.
		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

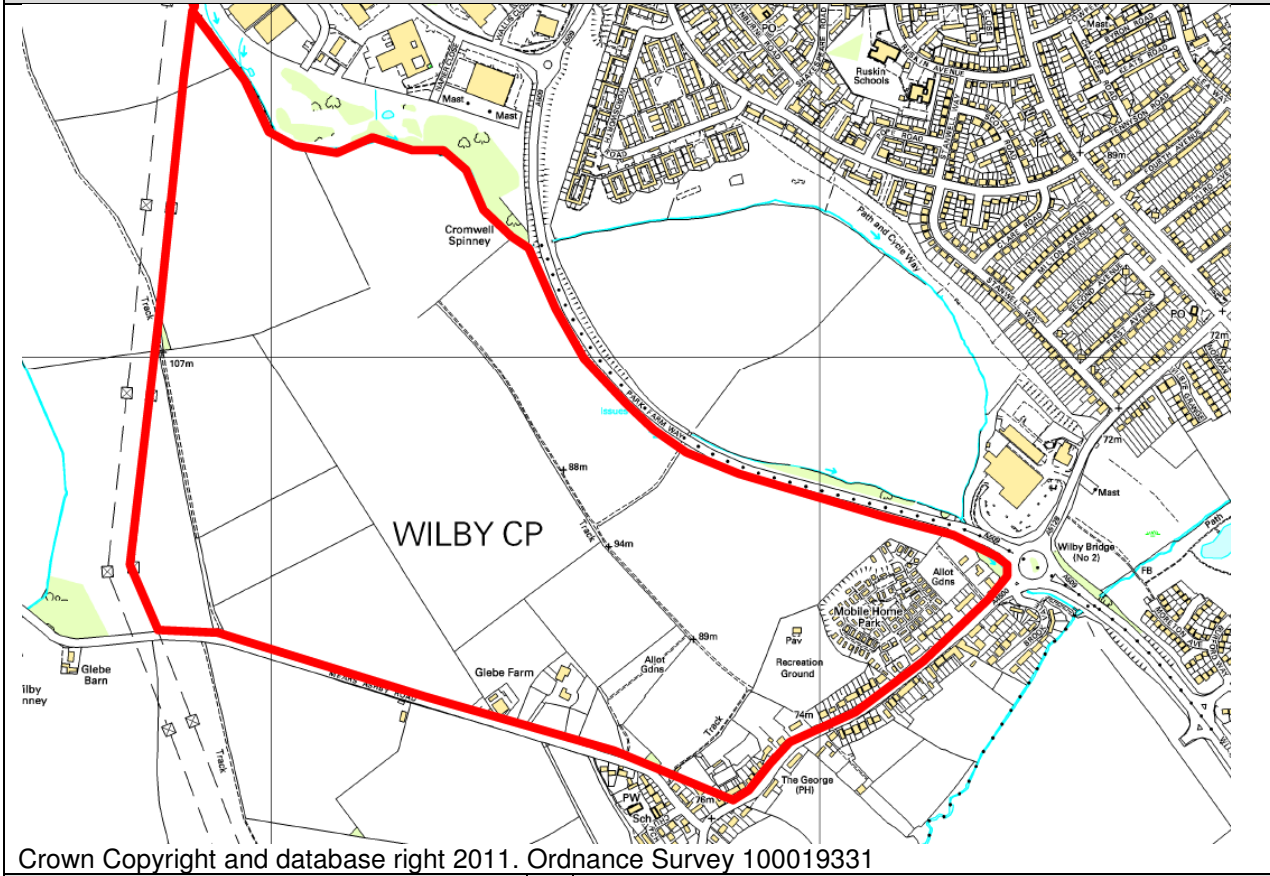
Local authority: Wellingborough	
Site 74: Appleby Lodge, Wellingborough	
Other references: CSS issues, SELA – W14, BCW - PO 44 of sustainability appraisal, WELS – W2	
Site Assessment: Employment	
Site Area: ~65ha	Settlement hierarchy: Growth Town
Proposed development: Employment site including a mix of B1, B2 and B8 uses. Some additional information provided by the promoter is available on the website of the Joint Planning Unit at: http://www.nnjpu.org.uk/docs/Appleby%20Lodge%20-%20EIA%20Scoping%20Report.pdf and http://www.nnjpu.org.uk/docs/Appleby%20Lodge%20Planning%20Brochure%20FINAL.pdf	
Site description: The site is located to the west of Park Farm Industrial Estate. The northern boundary is defined by Sywell Rd whilst the western and southern boundaries are defined by hedgerows with agricultural land beyond.	
	
Crown Copyright and database right 2011. Ordnance Survey 100019331	
Criteria	Comments
Proximity to services	Not currently served by public transport - the nearest shop is within 1-3 miles.
Proximity to a trunk/principal road junction	In good proximity to A509 (1km) and A45 (5km), but not directly on the trunk/principal road network.
Connectivity to existing urban area	Integration capacity grade D. The site is adjacent to the built up area of the town and should be able to be accessed from the existing highway network. Links through Park Farm Industrial Estate will provide options for non car based travel.
Access Infrastructure	Access requirements unknown at this stage. This is a very large site which would require two access points. Further investigation required.
Capacity of Highway Network	This would be a very significant intensification of employment to the west of Wellingborough. Together

		with proposed development at Park Farm Way/Shelley Rd and Wilby Way, it would significantly increase the traffic flows on the A45, Wilby Way and Park Farm Way. It would also put additional pressure on Park Farm Way/Sywell Road junction and internal roads within the existing industrial estate. Options for minimising the impacts on Mears Ashby, Sywell and Overstone to discourage rat-running should also be considered. The development would be reliant on the provision of the Isham Bypass, Park Farm Way dualling and Wilby Way improvements.
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.		Adjacent to an existing employment area. It is not anticipated that the development would be significantly affected.
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 – there are water bodies and hedgerows on the site.
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		Area of medium sensitivity The site is on high ground and development would be visible. This could be mitigated to a certain extent. There would be no coalescence with surrounding villages.
Impact on heritage		Area of medium sensitivity – the site is located within an area of archaeological activity and a heritage assessment would be required. No adverse impact on listed buildings etc.
Impact on listed buildings, conservation areas, scheduled ancient monuments and historic parks and gardens		There would be no coalescence with neighbouring villages.
Impact on the existing form of the settlement		The site is outside a designated flood zone.
Flood risk		Development is entirely greenfield
Impact on the use of previously developed land		Development would result in the loss of grade 2 agricultural land
Impact on the quality of agricultural land		Not allocated for mineral extraction.
Impact on the stock of minerals		Potential developer has expressed an interest in bringing the site forward for development (see response at CSS issues stage)
Availability		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 potential costs of providing highway access and general infrastructure to the site could be high. However development of this site could help contribute to infrastructure investment needed to the western area of Wellingborough
Deliverability - Likelihood of site coming forward for development		Site assessed as being of a high quality in the SELA
Total quality		
Other considerations		
Electricity pylons along the eastern boundary		Will impact to some extent on the developable area.

Summary of Assessment:	
Key positive factors	Key negative factors
Pro-active developer interest	Poor proximity to services. Development could, however, provide an opportunity for small scale retail development to serve the needs of the employment area.
High quality employment site that would appeal to a wide range of occupiers	Access arrangements currently unclear and major highway improvements would be required
Opportunities to provide significant new green infrastructure and biodiversity benefits.	Loss of high quality agricultural land.

DRAFT

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.	



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 C. 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. 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		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 A509 and Park Farm Industrial Estate.
Impact of the development on neighbouring land uses		Industrial development to the north – impact uncertain
Impact on biodiversity		Area of low 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 of medium sensitivity - development would be on land that rises from Wilby northwards towards Park Farm
Impact on heritage		Area of low sensitivity – 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
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		Essential to retain and enhance in order to provide an

Wellingborough across the A509 to Mears Ashby Rd.	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

DRAFT