

Sustainability Appraisal Report

**Corby Borough Council:
Site Specific Proposals Development Plan
Document**

**Sustainability Appraisal / Strategic
Environmental Assessment**

May 2006

Sustainability Appraisal Report

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GLOSSARY

Abbreviation	Definition
AAP	Action Area Plan
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BVPI	Best Value Performance Indicator
CBC	Corby Borough Council
DPD	Development Plan Document
EA	Environment Agency
EIA	Environmental Impact Assessment
EU	European Union
IMD	Index of Multiple Deprivation
JPU	Joint Planning Unit
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
MKSM	Milton Keynes and South Midlands Sub-Regional Strategy
NO ₂ ; NO _x	Nitrogen Dioxide; Oxides of Nitrogen
ODPM	Office of the Deputy Prime Minister
PPS	Planning Policy Statement
PPG	Planning Policy Guidance
PM ₁₀	Fine Particles
PSA	Primary Shopping Area
RAA	Regeneration Action Area
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAM	Scheduled Ancient Monument
SAP	Standard Assessment Procedure
SAR	Sustainability Appraisal Report
SEA	Strategic Environment Assessment
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

COMPLIANCE WITH THE SEA REGULATIONS

Information to be included in the Environmental Report under the SEA Regulations (Regulation 12 and Schedule 2)	Where covered in Sustainability Appraisal Report
1. An outline of the contents, main objectives of the plan, and of its relationship with other relevant plans and programmes	Sections 3 and 4, respectively
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;	Section 5
3. The environmental characteristics of areas likely to be significantly affected	Section 5
4. Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Section 5
5. The environmental protection objectives, established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	Section 6
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; the interrelationship between the above factors	Section 10
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan	Section 11
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Sections 9 and 10
9. A description of measures envisaged concerning monitoring in accordance with Regulation 17	Section 12
10. A non-technical summary of the information provided under paragraphs 1 to 9	Section 1

1. SUMMARY AND OUTCOMES

- 1.1 This section provides a non-technical summary of the Sustainability Appraisal Report (SAR), setting out the process and what changes it has brought about. It also provides contact details and how to comment on the document during the public consultation period. For further details reference should be made to relevant sections of the report.

NON TECHNICAL SUMMARY

- 1.2 This SAR on the Corby Site Specific Proposals Development Plan Document (DPD) has been prepared under the new regulations¹ implementing the provisions of the Planning and Compulsory Purchase Act 2004, which indicate that a Sustainability Appraisal (SA) is required for all Local Development Documents (LDDs). The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans. The regulations stipulate that SA of LDDs should also meet the requirements of the Strategic Environmental Assessment (SEA) Directive.

THE SA PROCESS

- 1.3 The requirements to carry out SA and SEA are distinct, but the ODPM's guidance of November 2005² states that it is possible to satisfy both through a single appraisal process and provides a methodology for doing so. According to the same guidance, the main stages in the SA process in respect of Local Development Documents are as follows:
- ◆ **Stage A** – Setting the context and objectives, establishing the baseline and deciding on the scope of the sustainability appraisal;
 - ◆ **Stage B** – Developing and refining options and assessing effects;
 - ◆ **Stage C** – Preparing the Sustainability Appraisal Report;
 - ◆ **Stage D** – Consultation on the preferred options of the DPD and the Sustainability Appraisal Report;

¹ Town and Country Planning (Local Development) (England) Regulations 2004. The Regulations came into force on 28 September 2004.

² Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005

- ◆ **Stage E** – Monitoring the significant effects of implementing the DPD.

CONTENTS AND THE MAIN OBJECTIVES OF THE DPD

- 1.4 The Corby Site Specific Proposals DPD makes up part of the wider North Northamptonshire Local Development Framework that will cover the Boroughs of Corby, East Northamptonshire, Kettering and Wellingborough.
- 1.5 The DPD has been developed in the context of the key objectives set out in the North Northamptonshire context, which are contained within the *Preferred Options for North Northamptonshire – towards a Core Spatial Strategy (North Northamptonshire Joint Planning Unit: November 2005)*, as follows:
- ◆ **Objective One:** Ensure the scale and location of growth in North Northamptonshire, particularly in the growth towns of Corby, Kettering and Wellingborough, is shaped by the role, function, character and development potential of the area in its national, regional and sub-regional context;
 - ◆ **Objective Two:** Enhance North Northamptonshire’s national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them;
 - ◆ **Objective Three:** Create a sustainable urban focused development framework for North Northamptonshire based on maintaining distinctive and separate settlements and optimising the use of its existing structure of a north-south urban core with rural service centres to the east;
 - ◆ **Objective Four:** Build a more dynamic, self-reliant and wealth creating North Northamptonshire economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplace, jobs and skills to bring this about;
 - ◆ **Objective Five:** Ensure that services and facilities are located in town centres and other areas of focus in North Northamptonshire, making these places more self-contained and real hearts for their communities;
 - ◆ **Objective Six:** Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe and strong communities, providing for the needs of the existing and new population, promoting well being and good health; ensuring development is of local character; and supporting area based renewal;
 - ◆ **Objective Seven:** Ensure the regeneration of Corby and other areas of North Northamptonshire that needs it, through maximising the use of brownfield land for

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new development, providing the necessary supporting structure and inspiring community confidence in the need for positive change;

- ◆ **Objective Eight:** Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape character and distinctiveness, through the opportunities afforded by development and investment;
- ◆ **Objective Nine:** Secure provision of the services and facilities needed to sustain and enhance existing communities and support the development of North Northamptonshire, including establishing the priorities for future public and private investment and collaboration, to build confidence in North Northamptonshire for investors and others.

OTHER PLANS AND PROGRAMMES

- 1.6 Relevant international, national, regional and local plans and programmes that might influence the DPD were identified. The identified relevant plans and programmes were analysed to derive a set of key sustainability themes relevant to the national, regional and local context. This analysis, presented in Table 4.2 of the main report was closely informed by RSS8, the East Midlands Integrated Regional Strategy the MKSM Sub-Regional Strategy and Inspirational Corby, and forms the first step in the development of the SA/SEA framework

BASELINE KEY FEATURES

- 1.7 The SEA Directive places a requirement to establish the current state of the environment. In addition the new statutory SA process requires the collection of additional information on social and economic characteristics of the plan area.
- 1.8 Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. Sufficient information about the current and likely future state of the plan area is required to allow the plan's effects to be adequately predicted. Key features of the baseline for Corby were identified as follows:
- ◆ **Overview** - Corby was designated a New Town and the Corby Development Corporation was set up. It was the Development Corporation that carried out most of the planning of the town, providing houses, factories and shops. In 1981 steel-making ceased, causing widespread unemployment. The emergence of RSS8 and the MKSM Strategy present ambitious targets for the growth of Corby – 16,800 new houses and 14,000 new jobs to 2021 and a further 9,800 new

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dwellings and 8,000 new jobs between 2022 and 2031. This is against a background of little growth in either population or employment in recent years.

- ◆ **Population** - Corby had a population of 53,174 in 2001. In the 20 years between 1982 and 2002 the population of Corby grew by 3% compared with an increase of 10% for the East Midlands region as a whole. However, recent years have seen a decline in the population of Corby (-0.1% between the 1991 and 2001 Censuses) which contrasts with the England and Wales average of 2.5%. The Office for National Statistics forecasts a small but steady natural increase in the population of Corby between 2003 and 2021.
- ◆ **Local Economy and Employment** - The economy of Corby continues to rely on traditional industries, notably manufacturing (which employed 37% of economically active residents in 2003) and Distribution (the Distribution, Hotels and Restaurants sector employed a further 25% of residents in 2003). Corby has an above average proportion of residents that are unemployed, permanently sick or disabled or inactive for other reasons. Average wages are much lower than national and regional levels - £366.40 per week compared to £394.20 and £422.90 for the East Midlands and National averages respectively.
- ◆ **Retail** - Corby is the second most important centre in North Northamptonshire in terms of retail. However, at present retail rankings indicate that Corby performs poorly in comparison to other centres in the region and is in decline. The Management Horizons retail ranking placed Corby in 344th place of all centres in 2004, down on its 2000 ranking where it was placed 259th. Kettering in 2004 fared considerably better in 171st position while Wellingborough was placed only 16 positions behind Corby in 2004 at 360th.
- ◆ **Housing** - House prices in Corby are notably lower than in neighbouring authorities and 46% lower than national averages. The average dwelling price in 2002 for Corby was £75,284 compared to the England and Wales figures of £138,370. Corby has a significantly higher proportion of residents living in housing rented from the council, housing association or Registered Social Landlords – 31% compared to a national average of 19.2%.
- ◆ **Human Health** - Corby suffers considerable health inequalities in comparison to neighbouring authorities. Life expectancy in Corby is noticeably lower than national and regional averages, as well as those of neighbouring authorities. 9.4% of the Corby population considered their health “not good” in the 2001 Census compared to neighbouring authorities.
- ◆ **Education and Skills** - Corby has an above average proportion of the population with no qualifications and the lowest proportion of the population with high level qualifications (degree level or above) of all local authority areas in England and

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Wales. Some schools are operating under capacity and it is primarily the more rural schools that show the greatest spare capacity. The closure of Our Lady and the Pope Secondary School in 2004 has had an impact on school places in the town. An Academy is planned to be established in Corby, replacing Corby Community College and opening in September 2007. This will provide 1000 places for 11-16 year olds and a further 250 sixth form places.

- ◆ **Crime** - Corby has considerably higher levels of crime per 1000 population than national, regional and county averages, as well as that of neighbouring authorities. Criminal damage is the most frequently recorded crime. The highest rates of crime occur within the central wards of Corby town centre.
- ◆ **Deprivation** - The 2004 Indices of Multiple Deprivation (IMD) show that Corby contains 12 of the 50 most deprived wards in Northamptonshire including the 4th, 5th, 6th and 10th. Of the 354 local authorities in England, Corby was ranked 74th placing it in the upper 25% of the most deprived parts of the Country.
- ◆ **Biodiversity, Flora and Fauna** The Borough of Corby, as well as the County as a whole, has seen considerable decline in terms of habitats and species since the 1900s. The Northamptonshire Biodiversity Action Plan (BAP) seeks to reverse this situation through conserving existing habitats and species and restoration and reintroduction of habitats and species. The BAP identifies a number of priority habitats.
- ◆ **Landscapes** - An objective landscape character assessment is currently underway by consultants commissioned by Northamptonshire County Council. This forms part of a wider project that seeks to deliver an integrated, robust and transparent landscape characterisation of the County. There are a number of designated sites within the Borough including three SSSIs, two local nature reserves, two special landscape areas and 51 county wildlife sites. LDDs should seek to preserve and enhance these areas.
- ◆ **Cultural Heritage** - Given Corby's designation as a new town in the 1950s, the majority of designated conservation areas fall outside of the town of Corby and relate to the surrounding rural settlements. Proposals for site specific developments outside of the town centre will need to be mindful of the importance of conserving and/or enhancing historical character. Corby contains six Scheduled Ancient Monuments (SAMs) and 14 other archaeological sites, and 237 listed buildings, none of which are on English Heritage Buildings at Risk Register.
- ◆ **Air Quality and Noise** - Air Quality Management Areas (AQMAs) are declared when pollutants are expected to exceed air quality objectives set in the Air Quality Strategy, in line with the EU requirements. There are no designated AQMAs in

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Corby or the surrounding Boroughs. There are two AQMAs in the County, both of which are in Northampton.

- ◆ **Greenhouse Gas Emissions** - Defra has recently published statistics on carbon dioxide (CO₂) emissions, one of the biggest causes of climate change, for all UK authorities for 2003. For 2003, Corby CO₂ emissions totalled 730 kilotonnes (kT), East Northamptonshire 645 kT, Kettering 801 kT and Wellingborough 553kT. The biggest contributors to CO₂ emissions in Corby were the industrial and commercial (69%) and domestic (10%) sectors followed by road transport (10%).

- ◆ **Contaminated Land** - Corby has high levels of previously developed land in comparison to neighbouring Boroughs, a legacy from its mining and steel manufacturing past. This previously developed land will prove invaluable in meeting the growth targets set; however, much is likely to be contaminated and will require remediation works prior to redevelopment.

- ◆ **Water Quality and Flood Risk** - The River Welland is the main river in the Borough. There are a number of tributaries including the Harper's, Willow and Gretton Brooks. Corby has eight sites monitored by the Environment Agency (EA) in terms of chemical and biological quality and evidence suggests degradation at some of these sites – in terms of chemical quality one site was ranked “poor” and one site ranked “bad” in the most recent rankings. A further site was ranked “bad” in terms of biological quality. The hydrology for the Borough is dominated by the River Nene Catchment which flows to the east of Corby through East Northamptonshire and Kettering. Harpers Brook, Willow Brook and River Ise are tributaries within the vicinity of Corby and present indications are that surface water drainage is inadequate, partially due to a reduction in the flood plain. River and tributary systems in the Borough are designated as Flood Zone 3 Status by the Environment Agency with an annual risk of flooding of 1% or greater.

- ◆ **Waste Management** - Corby's rate of recycling/composting/energy recovery is lower than the national, regional and local averages. However, the Borough has seen significant improvements in the rate of recycling in recent years, from 2.6% of waste recycled in 2001/02 to 9.1% in 2003/04.

- ◆ **Transport** - Almost one third of households in Corby do not have access to their own private car/van. Despite this a higher proportion of workers in Corby travel to work by car than the national average (69% travel by car, 9.6% by public transport, compared to 61.5% by car and 14.5% by public transport across England).Traffic growth is increasing much faster in Northamptonshire than the national average. Between 1993 and 2003 traffic growth was 30% in Northamptonshire compared to 19% across the UK.

KEY SUSTAINABILITY ISSUES

- 1.9 The SEA Directive places a requirement upon the Environmental Report to identify sustainability problems which are relevant to the plan or programme. An analysis of key sustainability issues relevant to the Site Specific Proposals DPD was carried out. This work was based on consultation and discussion with key CBC officers, review of previous SA work for the wider North Northamptonshire area, the review of relevant plans and programmes, analysis of responses from consultations on the issues and options for the Site Specific Proposals DPD, the combined CBC Local Development Documents SA Scoping Report, and analysis of the baseline data. In total 28 social, environmental and economic issues were identified of relevance to the town centre. These are illustrated in Table 6.1 of the main report.

SUSTAINABILITY APPRAISAL FRAMEWORK

- 1.10 The Sustainability Appraisal is carried out by examining the content of the DPD against a framework of objectives. This SA framework was developed using an iterative analytical process, based on the review of relevant plans and programmes, the evolving baseline, and developing analysis of key sustainability issues. This work was informed throughout by the results of previous relevant SA work at the local and regional level, in particular the SA of the Core Spatial Strategy for North Northamptonshire. The resultant list of SA objectives is as follows:

- 1 To improve accessibility and transport links for all modes between residential areas and key services and employment areas
- 2 To provide opportunities for all people to meet their housing needs
- 3 To improve the health and well being of the population and reduce health inequalities
- 4 To reduce crime and the fear of crime
- 5 To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups
- 6 To provide opportunities for the improvement of educational and achievement levels and skills
- 7 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity
- 8 To conserve and enhance wildlife habitats and species and avoid habitat fragmentation
- 9 To maintain and enhance the quality and distinctiveness of the landscape and the built environment
- 10 To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings
- 11 To respond to climate change through reduced GHG emissions
- 12 To slow the rate of road traffic growth
- 13 To increase the proportion of journeys made by sustainable modes
- 14 To improve air quality

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- 15 To maintain and improve the quality of ground and surface waters
- 16 To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding
- 17 To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development
- 18 To ensure the efficient use of minerals and primary resources
- 19 To promote an increase in energy generation from renewable sources
- 20 To reduce the consumption of finite materials and increase re-use, recycling and recovery
- 21 To promote increased employment levels and more diverse employment opportunities
- 22 To improve the vitality and viability of town and district centres

1.11 A preliminary analysis was undertaken of the fundamental characteristics of the baseline (current conditions, current trends, and sensitivity to change) against the SA objectives using a simple three-point normative scale as follows:

- ◆ Current Conditions - good/moderate/poor;
- ◆ Current Trends – improving/stable/declining;
- ◆ Sensitivity to Change – high/medium/low.

1.12 The quality of the information base gives an indication of the certainty with which the other three parameters are known, and this is presented in Table 7.3 of the main report using a similar colour-coded three-point scale (high/medium/low).

COMPATIBILITY BETWEEN DPD AND SA OBJECTIVES

1.13 An initial compatibility matrix was developed to identify to what extent the central objectives of the DPD are compatible with the draft SA objectives, and vice versa. They indicate that, in general terms, there is a reasonable level of compatibility between the DPD Objectives and the SA/SEA Objectives that relate to social/quality of life and economic matters (SA/SEA Objectives 1-7; and 21-22, respectively). The DPD Objectives also perform well against SA/SEA Objective 17 – To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development – which is a reflection of the general approach of consolidating development within existing centres, coupled with the prioritisation of brownfield development over the use of greenfield sites.

1.14 The performance of the DPD Objectives against SA/SEA Objective 9 – To maintain and enhance the quality and distinctiveness of the landscape and built environment – is also mainly favourable, although a lack of information regarding the precise nature of implementation has resulted in some uncertainty in the assessment. Again, these results are not considered surprising given that one of the key drivers for the development of the wider area is an identified need for regeneration and environmental improvement.

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- 1.15 It is also noted that a considerable amount of the assessment for SA/SEA Objectives 13 and 19 (concerned with increasing the proportion of journeys made by sustainable modes; and increasing energy generation from renewable sources, respectively) has resulted in the use of the statement ‘dependent on the nature of implementation measures’. This is, in the main, a product of the fact that the DPD Objectives do not go into sufficient detail for a reasoned judgement to be made.
- 1.16 In terms of ‘potential conflict’, this tends to be associated with the more environmental SA/SEA Objectives, namely nos. 8, 10, 11, 12, 14, 15, and 16. SA/SEA Objectives 8 and 10 relate to the condition and appearance of the natural and historic environment; 11, 12 and 14 are concerned with reducing GHG emissions, reducing road traffic growth and improving air quality, respectively; and 15 and 16 relate to the quality and availability of water resources – the poor compatibility scores tend to be as a result of the proposed scale of growth combined with the lack of a clear DPD Objective relating to the intended transportation strategy, particularly in terms of the desired balance between the provision of public transport against supporting increased infrastructure for private motorised transport.

PLAN ISSUES AND OPTIONS

- 1.17 The SEA Directive requires that the Environmental Report should consider ‘reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme’ and give ‘an outline of the reasons for selecting the alternatives dealt with’
- 1.18 Strategic policy options have been identified for achieving the core objectives of the DPD. The options identified are arranged under a series of themes, which effectively form ‘policy areas’. Section nine of the main report identifies a series of tables, supported by brief commentary that summarises the assessment of the options against the SA/SEA Objectives, arranged under these policy areas.
- 1.19 Key general issues emerging from the assessment were as follows:
- ◆ A number of the options fail to address the issues raised under the several of the environmental SA/SEA Objectives:
 - 11 - To respond to climate change through reduced GHG emissions;
 - 12 – To slow the rate of traffic growth;
 - 13 – To increase the proportion of journeys made by sustainable modes;
 - 14 - To improve air quality;
 - 15 – To maintain and improve the quality of ground and surface waters;
 - 16 – To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding.

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- ◆ The options presented generally perform well in terms of the social and economic SA/SEA Objectives. This is particularly true of the economy and employment, housing and town centre proposals;
- ◆ In general terms the options have consistently performed well against the following SA/SEA objectives:
 - 5 – To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups;
 - 7 – To create healthy, clean and pleasant environments for people to enjoy;
 - 9 – To maintain and enhance the quality and distinctiveness of the landscape and the built environment;
- ◆ In all cases, the preferred option (as stated in the Site Specific Proposals DPD) performs better in terms of sustainability than the ‘Do Nothing’ and, where they are available, alternative options in the vast majority of cases;

ASSESSMENT OF PLAN POLICIES

- 1.20 A total of nine policy areas are identified as preferred options within the DPD and a detailed appraisal of the potential effects of the draft DPD predicted to arise from implementation of the policies/development principles for each policy area was undertaken. The sections below present an analysis of the detailed appraisal in terms of the significance of direct effects and potential cumulative, synergistic and indirect effects. Suggestions for mitigation of adverse effects, and recommendations for improvements to the draft DPD are also set out.

Significant Direct Effects

- 1.21 Four Policy Areas have been assessed as being likely to result in significant effects – 1: Economy and Employment; 2: Housing; 3: Urban Extensions; and 5: Town Centre and Retail.
- 1.22 For Policy Area 3, these effects were all projected to be adverse and relate primarily to matters of resource use and pollution:
- ◆ Objective 11 – To respond to climate change through reduced GHG emissions;
 - ◆ Objective 14 – To improve air quality;
 - ◆ Objective 17 – To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development;
 - ◆ Objective 18 – To ensure the efficient use of minerals and primary resources; and
 - ◆ Objective 20 – To reduce the consumption of finite materials and increase re-use, recycling and recovery.

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- 1.23 Policy Area 1 was predicted to have significantly beneficial effects in respect of Objective 21 – to promote increased employment levels and more diverse employment opportunities. This is a direct reflection of the aims of the Policy Area, with the 70%/30% requirement for B8:B1/B2 uses reinforcing the commitment to diversification across the Borough.
- 1.24 Policy Area 2 sets out the allocations of land in respect of Housing and, as a result of the range of sites identified, coupled with the requirement for affordable housing in both urban and rural locations, the assessment has identified significantly beneficial effects in respect of Objective 2 – to provide opportunities for all people to meet their housing needs.
- 1.25 Policy Area 5 provides a summary of the contents of the Town Centre Area Action Plan (AAP), indicating the intention to focus on improving the town centre environment and enabling retail-led redevelopment of Corby town centre. As a result of the scale of the redevelopment proposed, the Policy Area is projected as likely to have significantly beneficial effects in relation to Objective 22 – to improve the vitality and viability of town and district centres.
- 1.26 For the remainder of the SA/SEA Objectives and Policy Areas, the assessment resulted in scores ranging from minor beneficial through to minor adverse, with a noticeable bias towards adverse scores, particularly in relation to the SA/SEA Objectives concerned with the environment and material assets (nos. 8-19). It should be noted that, in many cases, the lack of significant effects is more a product of insufficient or incomplete information within the DPD to make an accurate assessment.

Cumulative, Synergistic and Indirect Effects

- 1.27 The detailed appraisal was focused primarily on direct effects. As required by the SEA Regulations, cumulative, synergistic and indirect effects have also been recorded and analysed during the appraisal. The cumulative effects of several of the components were considered likely to encourage increased economic prosperity; improved provision of and access to essential facilities; and promote heightened levels of private sector investment.
- 1.28 However, there are also a number of negative effects highlighted by the assessment in terms of augmenting the negative impact of proposals in terms of environmental disbenefits associated with widespread redevelopment/construction; and having a negative impact on the attractiveness of the area in the short term.

MITIGATION

- 1.29 The SAR recommends a number of mitigation measures aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. These fall into two categories – the first category concerns common elements of the components (e.g. construction works and practices; and consideration of impact on flora and fauna), which are termed **generic mitigation measures**; and the second considers mitigation measures that are relevant to specific components, termed **policy-specific mitigation measures**. All of the measures proposed share the common goals of minimising adverse effects and maximising beneficial effects.
- 1.30 Most negative effects can be minimised to a satisfactory degree through Environmental Impact Assessment (EIA) and through the identified, and possible additional, mitigation measures. However, the assessment has highlighted the need to consider revisions and/or amendments to the DPD to better address the sustainability of transport movements associated with development; and measures to support improved education and skills levels.

IMPLEMENTATION AND MONITORING

- 1.31 Monitoring the significant sustainability effects of implementing the DPD is an important ongoing element of the SA process. SA monitoring will cover significant social and economic effects as well as significant environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant sustainability effects (both beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.
- 1.32 The following significant effects (direct as well as cumulative, synergistic and indirect) have been identified by the assessment and form the basis of the monitoring programme:

SA/SEA Objectives (identified significant effects)

- ◆ 2 – To provide opportunities for all people to meet their housing needs;
- ◆ 11 – To respond to climate change through reduced GHG emissions;
- ◆ 14 – To improve air quality;
- ◆ 17 – To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development;
- ◆ 18 – To ensure the efficient use of minerals and primary resources;
- ◆ 20 – To reduce the consumption of finite materials and increase re-use, recycling and recovery;

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- ◆ 21 – To promote increased employment levels and more diverse employment opportunities;
- ◆ 22 – To improve the vitality and viability of town and district centres.

SA/SEA Objectives (a watching brief)

- ◆ 4 – To reduce crime and the fear of crime;
- ◆ 5 – To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups;
- ◆ 6 – To provide opportunities for the improvement of educational and achievement levels and skills;
- ◆ 7 – To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity;
- ◆ 12 – To slow the rate of road traffic growth;
- ◆ 16 – To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding.

Beneficial Cumulative, Synergistic and Indirect Effects

- ◆ Contribution to increased economic prosperity;
- ◆ Increased provision of essential facilities;
- ◆ Support development and encourage private sector investment.

Adverse Cumulative, Synergistic and Indirect Effects

- ◆ Detrimental impact of construction in terms of noise; vibration; pollution; and congestion;
- ◆ Impact of intensified operations upon water supplies and utilities infrastructure;
- ◆ Increased pressure upon minerals and primary resources required within construction; and
- ◆ Negative impact of widespread and ongoing redevelopment works on the image and attractiveness of the Borough for residents, workers and visitors.

2. APPRAISAL METHODOLOGY

OVERVIEW OF APPROACH

- 2.1 The approach used in the SA of the draft Site Specific Proposals DPD is based on the process set out in the ODPM's guidance of November 2005. The SA has been conducted to also meet the requirements of the SEA Regulations.
- 2.2 A detailed appraisal was conducted of each of the development policies using a separate appraisal sheet for each Policy Area, and the results then brought together in a single sheet summarising the appraisal across all policies.
- 2.3 The appraisal comprised a systematic two-stage process, described below.

Prediction of Effects

- 2.4 Using the baseline data and supporting information the effects of the development principles have been predicted for each of the SA objectives. A six point scale was used to characterise the magnitude of predicted effects in terms of the change to the current baseline. Effects were also characterised in terms of their geographical extent, whether they are likely to be temporary or permanent, and the degree of certainty with which the prediction was made. Predictions were made using the evidence of the baseline data wherever possible. A separate prediction was made for both short term (up to five years) and long term (greater than five years) effects. Short term effects were defined as those predicted to commence within the first five years from implementation of the DPD. Long term effects were defined as those predicted to commence within or extend into the period from five years after the implementation of the DPD.
- 2.5 Table 2.1 details the scoring scales used to characterise the various features of the predicted effects.

Table 2.1 – Sustainability Effects Scoring

Magnitude	Scale	Permanence	Certainty
✓✓ Major Positive	Local	Temp	Low
✓ Minor Positive	Sub Reg	Perm	Med
- No effect	Reg/Nat	Temporary	High
? Unclear effect		Permanent	
x Minor Negative	Within, or in close proximity to, the Borough		Low
xx Major Negative	MKSM Sub Region		Medium
	East Midlands and beyond		High

2.6 Magnitude of effects was defined in terms of progress towards achieving the relevant SA objective:

Major Positive - likely to result in substantial progress towards the objective

Minor Positive - likely to result in limited progress towards the objective








Major Negative - likely to be substantially detrimental to achieving the objective

Minor Negative - likely to be to the limited detriment of achieving the objective

Assessment of the significance of effects

2.7 The effects predicted for each SA objective for each Policy Area were assessed for significance using a simple, systematic process. An assessment score was calculated for each objective as the product of the scores for each effect characteristic (*magnitude* × *scale* × *permanence* × *certainty*) for short term and long term effects, which were then summed. The assessment scores for each set of predicted effects were categorised using the scale of significance shown in Table 2.2.

Table 2.2 – Sustainability Assessment Scoring

	Significant Adverse
	Minor Adverse
	Negligible Adverse
	No effect
	Negligible Beneficial
	Minor Beneficial
	Significant Beneficial

PROGRAMME AND RESPONSIBILITY

2.8 The SA of the draft DPD was undertaken between February and March 2006. The timing of the key SA tasks and outputs is outlined in Table 2.3.

Table 2.3 – Key SA Tasks and Outputs

Task	Timing
Preparation of the combined SA Scoping Report for Corby Borough Council LDDs	February-March 2006
Consultation on the SA Scoping Report by statutory consultees and key stakeholders	February-March 2006
Analysis of responses to scoping consultation	March 2006
Appraisal of draft development principles	March 2006
Preparation of Sustainability Appraisal Report	April 2006

- 2.9 The SA has been undertaken by Atkins Limited independently of Corby Borough Council.

CONSULTATION

- 2.10 Consultation on the scope of this SA was conducted between February and March 2006. Appendix D details the responses received from the consultees. Responses were received by letter, fax and email.
- 2.11 Formal consultation on this SA Report is being undertaken alongside that for the preferred DPD, and is planned to commence on Mon 15th May through to Sunday 25th June.

3. BACKGROUND

- 3.1 Corby Borough Council (CBC) is preparing a series of Local Development Documents (LDDs) which will form part of a joint Local Development Framework (LDF) for North Northamptonshire, as required under the provisions of the Planning and Compulsory Purchase Act 2004. The LDDs will set out spatial and other development strategies for the Borough. LDDs include Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
- 3.2 Further explanation of the different types of LDDs and their relationship to each other is detailed in the Local Development Scheme (LDS) for North Northamptonshire. The key aims of the new system include ensuring *‘that local development documents are prepared with the objective of contributing to the achievement of sustainable development’*.

REQUIREMENT FOR STRATEGIC ENVIRONMENTAL ASSESSMENT

- 3.3 The EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the ‘SEA Directive’) came into force in the UK on 20th July 2004 through the Environmental Assessment of Plans and Programmes Regulations 2004. The Directive applies to a variety of plans and programmes including those for town and country planning and land use and applies to the DPDs for Corby as each a) sets the framework for future development consent, b) is likely to have a significant effect on the environment.
- 3.4 The overarching objective of the SEA Directive is:
- ‘To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans... which are likely to have significant effects on the environment.’*
(Article 1)

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- 3.5 SEA is an iterative assessment process which plans and programmes are now required to undergo as they are being developed to ensure that potential significant environmental effects arising from the plan/programme are identified, assessed, mitigated and communicated to plan-makers. SEA also requires the monitoring of significant effects once the plan/programme is implemented.

REQUIREMENT FOR SUSTAINABILITY APPRAISAL

- 3.6 Under the new regulations³ implementing the provisions of the Planning and Compulsory Purchase Act 2004, a Sustainability Appraisal (SA) is required for all LDDs. The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans. The regulations stipulate that SA of LDDs should meet the requirements of the SEA Directive.

- 3.7 Planning Policy Statement 1 (PPS1) describes Sustainability Appraisal in Paragraph 9 of Annex B:

'A Sustainability Appraisal is intended to assess the impact of plan policies from an environmental, economic and social perspective. It is intended to test the performance of a plan against the objectives of sustainable development and thereby provide the basis for its improvement. Guidance on carrying out the Sustainability Appraisal will show how they can comply with the requirements of the Strategic Environmental Assessment (SEA) Directive.'

- 3.8 SA thus helps planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans.

- 3.9 There are many definitions of sustainable development. However, the most commonly used and widely accepted is that coined by the World Commission of Environment and Development in 1987 as:

'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.'

- 3.10 The UK Strategy for Sustainable Development 'A Better Quality of Life' was revised in March 2005. The revised strategy outlines a set of shared UK principles which will be used to achieve the goal of sustainable development. The guiding principles have been agreed by the UK government, Scottish Executive, Welsh Assembly Government and the Northern Ireland Administration. They bring together and build on the various previously existing UK principles to set out an overarching approach. The five guiding principles will form the basis for policy in the UK. For a policy to be sustainable, it must respect all five of these principles in order to integrate and deliver simultaneously sustainable development:

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- ◆ **Living within environmental limits** – respecting the limits of the planet's environment, resources and biodiversity to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;
- ◆ **Ensuring a Strong, Healthy and Just Society** – meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;
- ◆ **Achieving a Sustainable Economy** – Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays); and efficient resource use incentivised;
- ◆ **Promoting Good Governance** – Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy and diversity;
- ◆ **Using Sound Science Responsibly** – Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

THE SA PROCESS

- 3.11 The requirements to carry out SA and SEA are thus distinct, but the ODPM's guidance of November 2005⁴ states that it is possible to satisfy both through a single appraisal process and provides a methodology for doing so.
- 3.12 According to the same guidance, the main stages in the SA process in respect of Local Development Documents are as follows:
- ◆ **Stage A** – Setting the context and objectives, establishing the baseline and deciding on the scope of the sustainability appraisal;
 - ◆ **Stage B** – Developing and refining options and assessing effects;
 - ◆ **Stage C** – Preparing the Sustainability Appraisal Report;
 - ◆ **Stage D** – Consultation on the preferred options of the DPD and the Sustainability Appraisal Report;
 - ◆ **Stage E** – Monitoring the significant effects of implementing the DPD.

³ Town and Country Planning (Local Development) (England) Regulations 2004. The Regulations came into force on 28 September 2004.

⁴ Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, ODPM, November 2005

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3.13 The ODPM's guidance emphasises that SA is an iterative process which identifies and reports on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined. The intention is that SA is fully integrated into the plan making process from the earliest stages, both informing and being informed by it. The current guidance also sets out a requirement for the preparation of the following reports:

- ◆ **Scoping Report** (summarising Stage A work) which should be used for consultation on the scope of the SA;
- ◆ **Sustainability Appraisal Report** (documenting Stages A to C work) which should be used in the public consultation on the Preferred Options (Stage D).

PURPOSE OF THE SA REPORT

3.14 The Act requires DPDs and SPDs to undergo SA as part of the process of ensuring that they will contribute to sustainable development. Planning Policy Statement 12: Local Development Frameworks (page 24 summary box) states:

“The SA will play an important part in demonstrating if a Local Development Document is sound ensuring that it reflects sustainability objectives. The results of the sustainability appraisal will contribute to the reasoned justification of policies”.

3.15 The primary task of this document is to report the findings of the SA of the Site Specific Proposals Development Plan Document (DPD) prepared by Corby Borough Council as part of the wider North Northamptonshire LDF which is to provide the strategic planning framework for the area.

3.16 The SA is needed to inform the decision making process during the preparation of the LDF. This will ensure that potential sustainable development implications of the Site Specific Proposals DPD are identified and recognised in the choices made by the local planning authority (LPA). The SA must also test the performance of the DPD in order to determine whether it appears to be appropriate for the task intended.

SCOPE OF THE APPRAISAL

3.17 The SA does not consider the justification for developing the DPD. This is taken as a given since the background issues have already been considered at the strategic level.

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3.18 Stage A of the SA has now been completed. An SA Scoping Report, documenting all tasks in Stage A and setting out the proposed methodology and scope of the appraisal, has been produced. Due to the high degree of interconnectivity and interdependency between the issues and objectives of the Corby DPDs, the Council decided that the SA process for the DPDs should be conducted concurrently, with the various work components closely coordinated, or even combined where possible, and a common SA framework developed to address the full range of interrelated sustainability issues. Accordingly, a combined Scoping Report covering the SA of all DPDs was produced. This approach is in accordance with the ODPM's latest advice, which states that:

'LPAs can prepare a single Scoping Report when consulting on the scope of a number of LDDs at the same time. However, in doing so the LPA needs to demonstrate that the report provides adequate information on the scope and level of detail of the information to be included in the SA Reports for each LDD to which the Scoping Report applies.'

3.19 The Scoping Report provided the basis for consultation on the results of the combined SA Stage A tasks, which was conducted in February and March 2006. Responses received from consultees are recorded in Appendix D, together with, as far as is possible, information on how consultation responses have been accommodated within the appraisal, or proposals for how they may be accommodated in future stages of the SA.

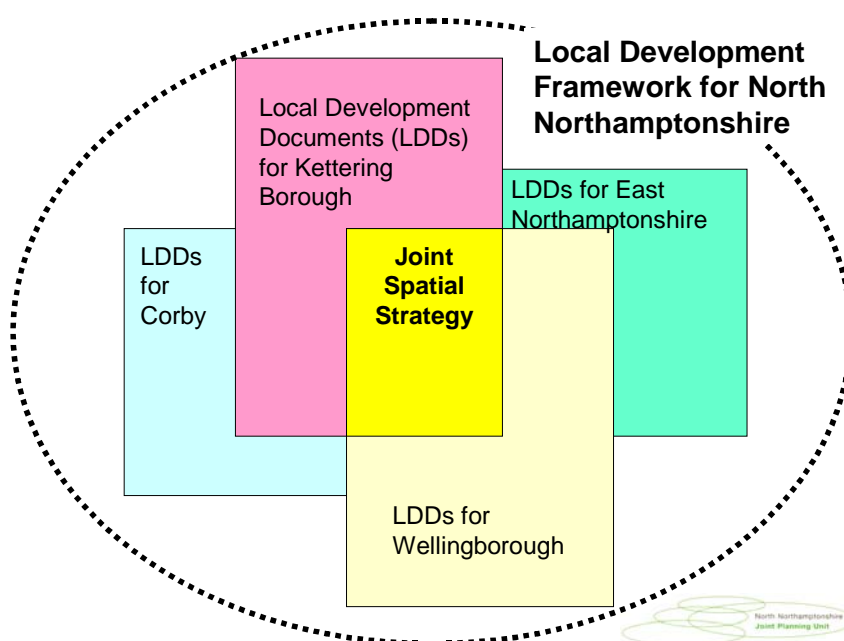
3.20 In accordance with the ODPM's guidance, a separate SA Report is still required for each DPD appraisal and this report relates only to the SA of the Site Specific Proposals DPD, although reference is made to related issues, and/or issues which affect other DPDs, where relevant.

THE LOCAL DEVELOPMENT FRAMEWORK

3.21 The Government has identified Northamptonshire as an area for major new development over the next 20 to 30 years. This is as part of the Milton Keynes and South Midlands Growth Area identified in the Sustainable Communities Plan published in February 2003 (www.odpm.gov.uk/communities/plan). The broad proposals are set out in the Milton Keynes and South Midlands Sub-Regional Spatial Strategy (MKSM Strategy). This, published by the Secretary of State in March 2005, proposes that North Northamptonshire (which comprises the local authority areas of Corby Borough Council, East Northamptonshire Council, Kettering Borough Council and the Borough Council of Wellingborough), should accommodate around 52,000 new homes and 44,000 jobs between 2001 and 2021.

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- 3.22 The growth proposals have coincided with the introduction of a new planning system that replaces County Structure Plans with Regional and Sub-Regional Spatial Strategies; and replaces Local Plans with a range of documents that will collectively make up a Local Development Framework (LDF). Details of the documents that will make up the LDF, and the timetable for their production, are set out in the Local Development Schemes (LDS) for North Northamptonshire.
- 3.23 In view of the scale of growth proposed, the local authorities have agreed that there should be a comprehensive set of planning documents for North Northamptonshire. This will be called the North Northamptonshire Local Development Framework, to be overseen by a new Joint Planning Unit.



- 3.24 The Local Development Framework will include a single strategic plan (the 'Core Spatial Strategy') for the whole of North Northamptonshire. This will include:
- ◆ Statement of Vision and objectives
 - ◆ Future role and function of the main settlements
 - ◆ Development requirement to be associated with the main settlements (including housing and employment)
 - ◆ Location and intended broad scale and form of major urban extensions
 - ◆ Sequence in which development should take place including phasing and scale of the development in the major growth locations
 - ◆ Infrastructure and service requirements
 - ◆ Environmental issues and prevention of coalescence between towns;

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- ◆ Provision of green infrastructure on a strategic scale
- ◆ Social infrastructure provision and other development serving more than one town in the area
- ◆ Transport linkages throughout the area
- ◆ Necessary implementation policies where a consistent view is needed across the area, including strategic policies on design and developer contributions
- ◆ Monitoring and implementation framework

3.25 The Core Strategy was subject to its own SA published in November 2005. It is important that subsequent SAs of LDDs are compliant with this document.

3.26 The remaining Local Development Documents will be prepared by the individual authorities. The LDDs being prepared by Corby Borough Council include the following DPDs:

- ◆ Proposals Map DPD; and
- ◆ Site Specific Proposals DPD;

3.27 The following Area Action Plans (AAPs) are also being prepared which form part of the LDF:

- ◆ Corby Town Centre AAP;
- ◆ Corby Urban Extension AAP; and
- ◆ Kingswood and Danesholme AAP.

THE DRAFT DEVELOPMENT PLAN DOCUMENT

3.28 As highlighted above, the issues and objectives of the CBC Site Specific Proposals DPD are closely interrelated to those of the other DPDs being prepared for the Borough, and this has formed a key consideration of the detailed appraisal documented in this report. A broader range of employment and improved opportunities for local people; better use of previously developed land; identification of appropriate sites for a broad range of housing development supported by adequate services and infrastructure; and improved local environment and quality of life are the key themes that connect the DPDs.

3.29 The background, issues and objectives of the Site Specific Proposals DPD are outlined below.

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- 3.30 The RSS8 seeks to promote major housing and employment growth across North Northamptonshire. In the case of Corby, target figures of 16,800 new homes, and 14,000 new jobs in the period 2001-2021 have been set. In the context of the RSS8 targets, the Core Strategy, which is currently being developed by the JPU, will provide the strategy for development in North Northamptonshire.
- 3.31 The DPD has been developed in the context of the key objectives set out in the North Northamptonshire context, which are contained within the *Preferred Options for North Northamptonshire – towards a Core Spatial Strategy (North Northamptonshire Joint Planning Unit: November 2005)*, as follows:
- ◆ **Objective One:** Ensure the scale and location of growth in North Northamptonshire, particularly in the growth towns of Corby, Kettering and Wellingborough, is shaped by the role, function, character and development potential of the area in its national, regional and sub-regional context;
 - ◆ **Objective Two:** Enhance North Northamptonshire's national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them;
 - ◆ **Objective Three:** Create a sustainable urban focused development framework for North Northamptonshire based on maintaining distinctive and separate settlements and optimising the use of its existing structure of a north-south urban core with rural service centres to the east;
 - ◆ **Objective Four:** Build a more dynamic, self-reliant and wealth creating North Northamptonshire economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplace, jobs and skills to bring this about;
 - ◆ **Objective Five:** Ensure that services and facilities are located in town centres and other areas of focus in North Northamptonshire, making these places more self-contained and real hearts for their communities;
 - ◆ **Objective Six:** Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe and strong communities, providing for the needs of the existing and new population, promoting well being and good health; ensuring development is of local character; and supporting area based renewal;
 - ◆ **Objective Seven:** Ensure the regeneration of Corby and other areas of North Northamptonshire that needs it, through maximising the use of brownfield land for new development, providing the necessary supporting structure and inspiring community confidence in the need for positive change;

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- ◆ **Objective Eight:** Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape character and distinctiveness, through the opportunities afforded by development and investment;

- ◆ **Objective Nine:** Secure provision of the services and facilities needed to sustain and enhance existing communities and support the development of North Northamptonshire, including establishing the priorities for future public and private investment and collaboration, to build confidence in North Northamptonshire for investors and others.

3.32 The aim of the Site Specific Proposals DPD is to interpret the objectives of the Core Strategy, provide details of how Corby should be developed up to 2021 and give planning guidance in respect of matters that are specific to Corby. The DPD presents site allocations of land in respect of the following:

- ◆ Economy and Employment;
- ◆ Housing;
- ◆ Villages and Rural Areas;
- ◆ Town Centre and Retail;
- ◆ Open Space, Sport and Recreation Facilities;
- ◆ Community Facilities and Services; and
- ◆ Environment.

4. OTHER RELEVANT PLANS AND PROGRAMMES

INTRODUCTION

- 4.1 The SEA Directive states that the Environmental Report should provide information on:

‘The plan’s relationship with other relevant plans and programmes’ and “the environmental protection objectives, established at international, [European] Community or national level, which are relevant to the plan... and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex 1 (a), (e))

METHODOLOGY

- 4.2 Relevant international, national, regional and local plans and programmes that might influence the DPD have been identified and are outlined in Table 4.1 below. This includes existing development plans and other plans and policies prepared by CBC. Additionally, other plans and policies were identified following the ODPM guidance which lists plans and programmes which are likely to be relevant.
- 4.3 At the regional level the key documents are the Regional Spatial Strategy for the East Midlands (RSS8) together with the East Midlands Integrated Regional Spatial Strategy: Sustainable Development Framework. At the sub-regional scale the Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy (2005) provides the vision for developing the sub-region towards 2031 and includes specific requirements for developing Corby and the surrounding areas of North Northamptonshire to 2016. At the local level, the adopted Corby Local Plan ‘Inspirational Corby – the Community Strategy’, the North Northamptonshire Core Strategy and Corby Local Agenda 21 form the key strategic references.
- 4.4 The identified relevant plans and programmes were analysed to derive a set of key sustainability themes relevant to the national, regional and local context. This analysis, presented in Table 4.2 was closely informed by RSS8, the East Midlands Integrated Regional Strategy, the Preferred Options for the North Northamptonshire Core Strategy and the MKSM Sub-Regional Strategy and Inspirational Corby, and forms the first step in the development of the SA/SEA framework.

Table 4.1 – Relevant Plans and Programmes

Plan / Programme	Data Source
International Plans and Programmes	
Kyoto Protocol	http://unfccc.int/resource/docs/convkp/kpeng.html
European Directives	Framework Directive on Waste Disposal (75/442/EEC) amended by 91/156/EEC, 91/692/EEC 96/350EC and 96/59/EC; Hazardous Waste Directive (91/689/EEC), Directive on the Landfill of Waste (1999/31/EC), Directive on Packaging and Packaging Waste (94/62/EC), Directive on Waste Electrical and Electronic Equipment (Directive 2002/96/EC), Animal By-product Regulation 1774/2002/EC; Directive on End of Life Vehicles 2000/532/EC; Waste Incineration Directive 2000/76/EC; Integrated Pollution Prevention and Control Directive 96/61/EC; Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC), Noise Directive (86/188/EEC), Conservation of Wild Birds Directive (79/409/EEC), Freshwater Fisheries Directive (78/659/EEC), Urban Wastewater Treatment Directive (91/271/EEC), Water Framework Directive (2000/60/EC), Groundwater Directive (80/68/EEC); Air Quality Directive (96/62/EC) and their daughter directives.
European Landscape Convention 2000	http://www.iccops.it/oceans21/documents/EU_landscape_convention.pdf
EU 6th Environmental Action Plan, September 2002	http://europa.eu.int/comm/environment/newprg/
EU Biodiversity Strategy (covers 4 Action Plans), February 1998	http://europa.eu.int/comm/environment/docum/9842sm.htm
EU Sustainable Development Strategy, May 2001	http://europa.eu.int/comm/environment/eusdd/
National Plans and Programmes	
Securing the Future - UK Government sustainable development strategy, March 2005	Sustainable Development Unit, Defra: http://www.sustainable-development.gov.uk
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, January 2000 (as amended)	Department for the Environment, Food and Rural Affairs http://www.defra.gov.uk/environment/airquality/strategy/index.htm
Guidance on Municipal Waste Management Strategies, July 2005	Department for the Environment, Food and Rural Affairs http://www.defra.gov.uk/environment/waste/localauth/pdf/guidemunwaste-strategy.pdf

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Plan / Programme	Data Source
National Waste Development Framework	http://www.defra.gov.uk/environment/waste/strategy/leg_dir.htm
Waste Strategy 2000, the UK National Waste Strategy	http://www.defra.gov.uk/environment/waste/strategy/cm4693/pdf/wastvol1.pdf
SD Policy Statement, March 2004	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_027569.hcsp
A New Deal for Transport White Paper, July 1998	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_021588.hcsp
The Future of Transport White Paper, July 2004	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/031259.hcsp
Transport 10 Year Plan 2000: Delivering better transport – progress report	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_023008.hcsp
Road Traffic Reduction Act 1997	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929-08.hcsp
Road Traffic Reduction Act 1997: draft guidance to local transport authorities	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929.hcsp
PPSs and PPGs	<p>PPS1: Delivering Sustainable Communities, PPS6: Planning for Town Centres, PPS7: Sustainable Development in Rural Areas, PPS9: Biodiversity and Geological Conservation, PPS10: Planning for Sustainable Waste Management, PPS11: Regional Spatial Strategies, PPS12: Local Development Frameworks, PPS22: Renewable Energy, PPS23: Planning and Pollution Control,</p> <p>PPG2: Greenbelts PPG3: Housing, PPG4: Industrial, Commercial Development and Small Firms, PPG8: Telecommunications, PPG13: Transport, PPG15: Planning and Historic Environment, PPG16: Archaeology and Planning, PPG17: Planning for Sport, Open Space and Recreation, PPG21: Tourism, PPG24: Planning and Noise, PPG25: Development and flood risk.</p>

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Plan / Programme	Data Source
A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002)	Office of the Deputy Prime Minister http://www.neighbourhood.gov.uk/publications.asp?did=85
<i>Communities Plan:</i> Sustainable Communities: Building for the Future (Feb 2003)	Office of the Deputy Prime Minister http://www.odpm.gov.uk/index.asp?id=1139870
Sustainable Communities: Homes for All (Jan 2005)	Office of the Deputy Prime Minister http://www.odpm.gov.uk/index.asp?id=1122853#P25_621
Sustainable Communities in the East Midlands: Regional Action Plan	Office of the Deputy Prime Minister http://www.odpm.gov.uk/index.asp?id=1139893
Environment Agency Policy	http://www.environment-agency.gov.uk/aboutus/512398/?version=1&lang=_e
English Nature Position Statements	http://www.english-nature.gov.uk/news/position.asp
Countryside Agency Strategy	http://www.countryside.gov.uk/WhoWeAreAndWhatWeDo/strategy.asp
English Heritage Regional Plans	http://www.english-heritage.org.uk/server/show/nav.1676
English Heritage Strategy 2005 - 2010	http://www.english-heritage.org.uk/server/show/nav.8755
National Waste Strategy 2000	http://www.defra.gov.uk/environment/waste/strategy/cm4693/
Wildlife and Countryside Act 1981	http://www.defra.gov.uk/wildlife-countryside/index . http://www.naturenet.net/law/wca.html
Countryside and Rights of Way Act 2000	http://www.defra.gov.uk/wildlife-countryside/cl/
Working with the Grain of Nature – A Biodiversity Strategy for England	http://www.defra.gov.uk/wildlife-countryside/biodiversity/biostrat/biostrategy1to4.pdf
National Biodiversity Action Plan (UK Biodiversity Action Plan Steering Group 1994)	www.ukbap.org.uk
UK Climate Change Programme	http://www.defra.gov.uk/environment/climatechange/02.htm#uk
Home Energy Conservation Act 1995, 7 th Progress Report	
Accessible Natural Greenspace Standards, English Nature	English Nature, 1995: Research Report No. 153, Accessible Natural Greenspace in Towns and Cities - a Review of Appropriate Size and Distance Criteria. Updated info: http://www.english-nature.org.uk/pubs/publication/PDF/526.pdf http://www.english-nature.org.uk/pubs/publication/PDF/Accessgreenspace.pdf
Saving Lives: Our Healthier Nation	Department of Health http://www.dh.gov.uk/assetRoot/04/01/20/11/04012011.pdf

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Plan / Programme	Data Source
Regional Programmes	
Regional Spatial Strategy for the East Midlands (RSS8), March 2005	Government Office for the East Midlands http://www.goem.gov.uk/goem/psc/suscom/rss/?a=42496
“A Flourishing Region” Consultation Draft Regional Economic Strategy for the East Midlands to 2020 (2006)	East Midlands Development Agency http://www.emda.org.uk/uploaddocuments/RESDraft_12Jan06.pdf
“Destination 2010” Regional Economic Strategy for the East Midlands 2003-2010 (2003)	East Midlands Development Agency http://www.wellandssp.org.uk/Downloads/emda%20res%202003.pdf
“Prosperity through People” Regional Economic Strategy for the East Midlands (1999)	East Midlands Development Agency
Draft Regional Economic Strategy 2006	http://www.emda.org.uk/uploaddocuments/RESDraft_12Jan06.pdf
The State of the Regional Economy	East Midlands Development Agency
East Midlands Regional Assembly Integrated Regional Strategy	East Midlands Regional Assembly
Quality of Employment Land Supply (QUELS)	EMRGLA
Regional Employment Land Study (RELP)	EMRGLA
England’s East Midlands Integrated Regional Spatial Strategy: Sustainable Development Framework	http://www.emra.gov.uk/publications/documents/FinalIRS0205_1of2.pdf
Water Resources for the Future – A Strategy for the East Midlands 2001	http://www.emra.gov.uk/publications/documents/water_resources_strategy_em.pdf
Towards a Regional Energy Strategy – A Sustainable Approach to Energy in the East Midlands	http://www.emra.gov.uk/e4e/publications/policy.asp
The Environmental Economy of the East Midlands	http://www.emda.org.uk/uploaddocuments/EMDA%20Enviro%20Economy.pdf
Time for Culture: East Midlands Cultural Consortium Regional Strategy 2001	Culture East Midlands http://www.culture-em.org.uk/documents/uploads/TIMEFORCULTURE.pdf
Destination East Midlands – The East Midlands Tourism Strategy 2003-2010	
Business support in the East Midlands - A strategy for 2005-2008	http://www.emda.org.uk/uploaddocuments/BSstrategyandimplementation.pdf
East Midlands Rural Delivery Framework	http://www.goem.gov.uk/goem/env-rural/?a=42496
East Midlands Regional Housing Strategy 2004-2010	http://www.goem.gov.uk/goem/psc/housing/?a=42496
Investment for Health: A Public Health Strategy for the East Midlands	http://www.emra.gov.uk/publications/documents/investment_for_health_full.pdf
'Investment in Housing in the East Midlands 2006-8 Consultation draft	http://www.emra.gov.uk/s_d_briefings/documents/EMidsInvestmentInHousingConsultationDraft060505.pdf

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Plan / Programme	Data Source
East Midlands Regional Environment Strategy	http://www.emra.gov.uk/publications/env_strategy.asp
'Putting Wildlife Back on the Map – The East Midlands Biodiversity Strategy' Consultation Draft	http://www.emra.gov.uk/publications/documents/EMBS_ConsDraftOct04.pdf
East Midlands Urban Action Plan 2005-2011	http://www.emda.org.uk/uploaddocuments/UAP_bro.pdf
East Midlands Regional Waste Strategy	http://www.emra.gov.uk/waste/documents.htm
East Midlands Regional Freight Strategy (July 2005)	http://www.emra.gov.uk/freight/documents.htm
Change 4 Sport: East Midlands Regional Plan for Sport	
Sub-Regional Plans and Strategies	
Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS) March 2005	Government Office for the East Midlands http://www.goem.gov.uk/goem/psc/suscom/mksm/
Local Plans and Strategies	
Northamptonshire County Structure Plan 1996-2016	http://www.northamptonshire.gov.uk/Environment/Regional/structure_home.htm
Northamptonshire County Structure Plan Monitoring Reports 2003/04/05	http://www.northamptonshire.gov.uk/Environment/Regional/monitoring.htm
Northamptonshire Local Transport Plan 2001/02-2005/06	http://www.northamptonshire.gov.uk/Transport/TP/LTP/LTP_2001_06.htm
Northamptonshire LTP1 Annual Progress Reports 2001/02/03/04/05	http://www.northamptonshire.gov.uk/Transport/TP/LTP/ltp.htm
Northamptonshire LTP2 2005/06-2010/11	http://www.northamptonshire.gov.uk/Transport/TP/LTP/LTP2006-2011.htm
A Biodiversity Action Plan for Northamptonshire (2002)	Northamptonshire Biodiversity Partnership, http://www.wildlifebcnp.org/northants-bap/main.htm
Northamptonshire Biodiversity Character Assessment (cited in North Northamptonshire Green Infrastructure)	
Northamptonshire's Joint Waste Strategy	http://www.northamptonshire.gov.uk/Environment/Waste/strategy.htm
Planning out crime in Northamptonshire Supplementary Planning Guidance February 2004	http://www.corby.gov.uk/docs/supporting/released/2005-8/16265/Planning%20Out%20Crime%20-%20SPG.pdf
Northamptonshire Waste Local Plan East Northamptonshire Community Strategy	http://www.northamptonshire.gov.uk/Environment/Minerals/wlp.htm
Northamptonshire Minerals Local Plan	http://www.northamptonshire.gov.uk/Environment/Minerals/review.htm
North Northamptonshire Joint Planning Unit Employment Land Futures	
North Northamptonshire Green Infrastructure: Local Framework Study for Corby (2005)	
Sustainability Appraisal of the Preferred Options of the North	

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Plan / Programme	Data Source
Northamptonshire Core Spatial Strategy	
Corby Local Plan	http://www.planningportal.gov.uk/wps/portal/professionals_DevelopmentPlans?docRef=1102425564106&scope=203&langid=0
Corby Urban Housing Capacity Study by Roger Tym	http://www.corby.gov.uk/docs/supporting/released/2005-11/16952/Urban%20Housing%20Capacity%20Study.pdf
Corby Employment Land and Buildings study by Roger Tym	http://www.corby.gov.uk/docs/supporting/released/2005-9/16560/Corby%20Town%20Centre%20Shopping%20Study%20(Dec%202004).pdf
Barton Willmore Corby Town Centre Shopping Study	http://www.corby.gov.uk/docs/supporting/released/2004-10/14058/Community%20Strategy%202003-2008.pdf
Community Strategy	
Catalyst Corby Regeneration Framework	
Corby Strategic Flood Risk Assessment	
Corby Crime and Disorder and Drug Misuse Strategy 2005-2008	Corby Community Safety Partnership. http://www.corby.gov.uk/docs/supporting/released/2005-8/16345/CBC%20Crime%20%20Brochure2.pdf
Local Development Framework for Corby Issues and Options Report	
North Northamptonshire Green Infrastructure: Local Framework Study for Corby (2005)	
Corby Borough Council Annual Monitoring Report	
North Northamptonshire Joint Planning Unit Employment Land Futures	
Corby Local Agenda 21	http://www.corby.gov.uk/an/wc.exe/AO2/corbyimages/la211.pdf
Draft Heritage Strategy	
Arts Strategy for Corby	http://www.corby.gov.uk/An/wc.exe/A02/View/?DoDL=2&Site=917&Version=12912
Culture and Regeneration Strategy for Corby	
Surrounding Area Key Plans and Strategies	
Kettering Local Plan 1995	http://www.kettering.gov.uk/site/scripts/documents_info.php?categoryID=374&documentID=148
Wellingborough Local Plan	
East Northamptonshire Local Plan 1996	http://www.east-northamptonshire.gov.uk/pp/gold/viewGold.asp?IDType=Page&ID=4239
East Northamptonshire Community Strategy	

Table 4.2 – Derivation of Key Sustainability Themes

Sustainability Theme	Source			SEA Topics
	National/International	Regional	Local	
<i>Ensure that the existing and future housing stock meets the housing needs of all communities</i>	Sustainable Communities Plan: Building the Future/Homes for All; Sustainable Communities in the East Midlands; PPG3	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8; East Midlands Regional Housing Strategy;	Corby Local Plan; Inspirational Corby – Community Strategy; Corby Local Agenda 21	Population, Human Health
<i>Improve the health and well-being of the population and reduce inequalities in health, promoting healthy lifestyles, protecting health and providing health services</i>	Directive 96/62/EC, EU 6th Environmental Action Plan, Government's Transport Sustainable Development Objectives, Saving Lives: Our Healthier Nation; PPG17, Environment Agency, New Deal for Transport	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8; Public Health Strategy for the East Midlands	Corby Local Plan; Corby Local Agenda 21	Population, Human Health
<i>To protect, enhance and improve accessibility to cultural and heritage assets and their settings</i>	PPG15, PPG16, English Heritage Strategy 2005 – 2010	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan; Corby Local Agenda 21	Population, Cultural Heritage, Landscape
<i>To protect, promote and make accessible sport and recreational facilities</i>	PPG17; A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan; Inspirational Corby – Community Strategy	Population, Cultural Heritage, Landscape, Human Health
<i>To improve community safety, reduce crime and the fear of crime</i>	Neighbourhood Renewal Unit Programmes, National Crime reduction advice, PPS1	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Planning out crime in Northamptonshire Supplementary Planning Guidance; Inspirational Corby – Community Strategy	Population, Human Health
<i>Reduce social exclusion, improve the equality of opportunity amongst social groups and support the development and growth of social capital.</i>	PPG13, PPG17, A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Inspirational Corby – Community Strategy	Population, Human Health

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Sustainability Theme	Source			SEA Topics
	National/International	Regional	Local	
To increase the level and scope of biodiversity and protect and enhance important wildlife habitats	Directive 79/409/EEC, EU Biodiversity Action Plan for Conservation of Natural Resources, UK Sustainable Development Strategy, Working with the Grain of Nature – A Biodiversity Strategy for England; PPG9, RPG14, A New Deal for Transport, Environment Agency	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8 'Putting Wildlife Back on the Map – The East Midlands Biodiversity Strategy' Consultation Draft	Corby Local Plan; Corby Local Agenda 21;	Biodiversity, Flora and Fauna, Climatic Factors
Protect, enhance and manage natural, cultural, and archaeological assets and promote sustainable use and management of the countryside	European Landscape Convention; The Countryside and Rights of Way Act 2000; Rural White Paper: Our Countryside: The Future - A Fair Deal for Rural England – Summary; UK Rural Strategy 2004	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8; East Midlands Environmental Strategy	Corby Local Plan; Corby Local Agenda 21	Cultural, Heritage and Landscape
Reduce air pollution and ensure air quality continues to improve	Directive 96/62/EC, A New Deal for Transport (1998); The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, January 2000 (as amended); Government's Transport Sustainable Development Objectives, Environment Agency	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Northamptonshire LTP2 2005/06-2010/11; Corby Local Agenda 21	Air, Population, Human Health
Mitigate noise and light pollution	Directive 2002/49/EC Noise, PPG24, PPG23, New Deal for Transport; Government's Transport Sustainable Development Objectives	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan; Corby Local Agenda 21	Air, Population, Human Health
Mitigate and manage the risk of flooding	Water Framework Directive (2000/60/EC); PPG25	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan	Climatic Factors, Population, Water
Address the causes of climate change through reducing emissions of greenhouse gases and involving people through changes to lifestyle and at work to minimise adverse impacts.	A New Deal for Transport, PPG13, PPG22, Government's Transport Sustainable Development Objectives, Environment Agency	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8; East Midlands Environmental Strategy	Northamptonshire LTP2 2005/06-2010/11; Corby Local Agenda 21	Climatic Factors

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Sustainability Theme	Source			SEA Topics
	National/International	Regional	Local	
<i>Adapt to the effects of climate change.</i>	Planning Response to Climate Change, Environment Agency	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8		Biodiversity, Flora and Fauna, Climatic Factors, Population, Water
<i>Maintain high and stable levels of employment</i>	European Funds Objective 3, A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	East Midlands Business Support Strategy	Corby Local Plan; Inspirational Corby – Community Strategy	Population
<i>Raise educational and achievement levels and develop opportunities for everyone to acquire the skills needed to find and remain in work.</i>	Learning and Skills Council Strategic Framework to 2004 Corporate Strategy,		Inspirational Corby – Community Strategy; Corby Local Agenda 21	Population, human health
<i>Promote and improve economic prosperity and create high quality employment opportunities</i>		East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan	Population, human health
<i>Develop a strong culture of enterprise and innovation</i>		East Midlands Integrated Regional Strategy (Sustainable Development Framework); East Midlands Business Support Strategy	Inspirational Corby – Community Strategy	Population, human health
<i>Provide physical opportunities for modern economic structure including sites and infrastructure to support the use of new technologies</i>		East Midlands Integrated Regional Strategy (Sustainable Development Framework);	Corby Local Plan	Population, human health
<i>Improve efficiency in land use through the re-use of previously developed land and existing buildings, promoting site development at locations that are easily accessible</i>	UK Sustainable Development Strategy, PPG9, PPG15, A New Deal for Transport	East Midlands Environmental Strategy; East Midlands UAP 2005-2010; East Midlands Regional Housing Strategy 2004-2010	Inspirational Corby – Community Strategy	Population, human health, Landscape

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Sustainability Theme	Source			SEA Topics
	National/International	Regional	Local	
Reduce road traffic and congestion through modal shift to more sustainable modes	PPS11, PPG13, PPG15, A New Deal for Transport (1998), Government's Transport Sustainable Development Objectives,	RSS8	Northamptonshire LTP2 2005/06-2010/11; Inspirational Corby – Community Strategy; Corby Local Agenda 21	Air, Population, Human Health
Improve accessibility and transport links from residential areas to key services and employment areas.	PPG13, PPG17, A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	RSS8	Northamptonshire LTP2 2005/06-2010/11; Inspirational Corby – Community Strategy; Corby Local Agenda 21	Population, human health, Landscape
Increase Energy Efficiency and Increase Renewable Energy Sources	A New Deal for Transport, PPG13, Government's Transport Sustainable Development Objectives, Environment Agency	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Agenda 21	Climatic Factors
Protect, manage and restore local soil assets	First Soil Action Plan for England, Defra; EU Initiative on Soil Protection; Geological Conservation strategy, English Nature	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan; Corby Local Agenda 21	Cultural, Heritage and Landscape,
Reduce the use of non-renewable resources and protect local mineral and water resources.	Directive 79/409/EEC, EU Biodiversity Action Plan for Conservation of Natural Resources, UK Sustainable Development Strategy, UK Climate Change Programme, PPG9, RPG14, A New Deal for Transport, Environment Agency	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8; East Midlands Water Strategy	Corby Local Plan; Corby Local Agenda 21; Northamptonshire Minerals Local Plan;	Climatic Factors, Population, Water
Reduce waste generation and disposal and achieve sustainable management of waste through increased levels of recycling	Directive 75/442/EEC Waste, National Waste Strategy, Guidance on Municipal Waste Management Strategies; National Waste Management Strategy; PPG10, PPS10	East Midlands Integrated Regional Strategy (Sustainable Development Framework); RSS8	Corby Local Plan; Inspirational Corby – Community Strategy; Corby Local Agenda 21	Water and Soil
Improve the vitality of towns and local centres and encourage urban renaissance	PPG6, PPG21, Our Towns & Cities: the future delivering an urban renaissance (2000), Towards an Urban Renaissance (1999), A New Commitment to Neighbourhood Renewal: A	East Midlands UAP 2005-2011; East Midlands Environmental Strategy; East Midlands Waste Strategy	Corby Local Plan; Corby Local Agenda 21	Population and Human Health

Sustainability Appraisal Report

Sustainability Theme	Source			SEA Topics
	National/International	Regional	Local	
	National Strategy Action Plan (2002),			

5. BASELINE KEY FEATURES

INTRODUCTION

- 5.1 The SEA Directive says that the Environmental Report should provide information on:

‘relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan’ and the “environmental characteristics of the areas likely to be significantly affected’ (Annex I (b) (c))

‘any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC’ (Annex I (c))

- 5.2 In addition to the requirements of the SEA Directive, the new statutory SA process requires the collection of additional information on social and economic characteristics of the plan area.

METHODOLOGY

- 5.3 Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternatives ways of dealing with them. Sufficient information about the current and likely future state of the plan area is required to allow the plan’s effects to be adequately predicted.
- 5.4 The ODPM’s draft guidance emphasises that the collection of baseline data and the development of the SA framework should inform each other. The review and analysis of relevant plans and programmes will also influence data collection. The collection of baseline data should not be viewed as a one-off exercise conducted at Stage A only. It is likely that further data collection may well be needed at later stages as the SA develops. In deciding what and how much baseline data to collect, the key determining factor will be the level of detail required to appraise the plan against the SA objectives.

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- 5.5 A preliminary set of baseline data has been extracted from a wide range of available publications and datasets. Sources have included, among others, national government and government agency websites, census data, Regional/Sub regional Plans and Strategies for the East Midlands, and County Level Plans and Strategies for Northamptonshire. At the local level the adopted Local Plans and websites of Corby and the JPU authorities of East Northamptonshire, Kettering and Wellingborough have provided useful sources of data. No primary research has been conducted.
- 5.6 Baseline information and data have been summarised in this section and are presented in detail in Appendix A. The aim is to give an overview of the economic, social and environmental characteristics of the plan area and how these compare to the region and the rest of the country.

BASELINE KEY FEATURES

- 5.7 Corby Borough lies in the north-east of Northamptonshire about 20 miles from the major centres of Northampton, Leicester and Peterborough. Bounded by the Welland Valley and including remnants of Rockingham Forest, the Borough includes seven rural parishes with attractive stone-built villages. Corby Town has a population of about 48,000 and about 5,000 residents live in the remainder of the Borough.
- 5.8 From its origins as a small Northamptonshire village, Corby has grown into a modern manufacturing town. For many years steel making was the town's main industry.
- 5.9 In 1950 Corby was designated a New Town and the Corby Development Corporation was set up. It was the Development Corporation that carried out most of the planning of the town, providing houses, factories and shops.
- 5.10 In 1981 steel-making ceased, causing widespread unemployment. With the winding up of the Development Corporation, Corby District Council took on full responsibility for the planning of the town. The Council's first Draft Local Plan was produced in 1981 with the primary aim of finding land for jobs.
- 5.11 The emergence of RSS8 and the MKSM Strategy present ambitious targets for the growth of Corby – 16,800 new houses and 14,000 new jobs to 2021 and a further 9,800 new dwellings and 8,000 new jobs between 2022 and 2031. This is against a background of little growth in either population or employment in recent years.

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5.12 Successful delivery of this growth strategy will see a doubling of Corby's population, step changes in the size and quality of the local economy and comprehensive improvements to the Borough's environment. The establishment of the Urban Regeneration Company, Catalyst Corby in September 2001 to bring forward a 30 year strategic vision together with recent large-scale infrastructure projects such as the A43 Corby Link Road, illustrates that significant steps have already been taken forward to bring about this transformation.

Population

5.13 The Census 2001 indicated that Corby had a population of 53,174. In the 20 years between 1982 and 2002 the population of Corby grew by 3% compared with an increase of 10% for the East Midlands region as a whole. However, recent years have seen a decline in the population of Corby (-0.1% between the 1991 and 2001 Censuses) which contrasts with the England and Wales average of 2.5%. The Office for National Statistics forecasts a small but steady natural increase in the population of Corby between 2003 and 2021.

5.14 LDD policies will need to respond to the step changes in growth under the RSS8 which will hope to secure large population growth in Corby and the surrounding towns of Wellingborough and Kettering. Policies must be put in place to actively encourage the housing market and regeneration of Corby and provision of new homes here.

Local Economy and Employment

5.15 The economy of Corby continues to rely on traditional industries, notably manufacturing (which employed 37% of economically active residents in 2003) and Distribution (the Distribution, Hotels and Restaurants sector employed a further 25% of residents in 2003). Corby has a lesser proportion of service sector jobs than surrounding areas – 24% of residents work in 'Finance/IT/other business' and 'other services' within the Borough, compared to 38% in East Northamptonshire, 43% in Kettering and 38% in Wellingborough. This is reflected in a limited supply of office space within Corby – 50,000 sq m compared to 445,000 sq m in the city of Northampton. Currently nearly three-quarters (74.2%) of economically active Corby residents work in Corby, which is representative of a self sustaining economy.

5.16 Corby has an above average proportion of residents that are unemployed, permanently sick or disabled or inactive for other reasons. Average wages are much lower than national and regional levels - £366.40 per week compared to £394.20 and £422.90 for the East Midlands and National averages respectively.

5.17 LDDs will need to create the necessary conditions for employment growth given the projected increases in population. Consideration will also need to be given as to whether the economy of Corby needs to be diversified to accommodate any service sector employment in accordance with neighbouring Boroughs.

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- 5.18 Policies for the economy will need to take into account the surrounding market forces from beyond the boundaries of North Northamptonshire from areas such as Northampton, Peterborough, Milton Keynes and London.

Retail

- 5.19 The central shopping area of Corby is approximately 50 years old and has been subjected to a number of development phases. The earliest of these resulted in the construction of two and three storey buildings along Corporation Street, which has since become pedestrianised and remains one of the most vibrant parts of the town. In the 1970s, a major expansion of the retail offer was completed in the form of Queen's Square and its associated bus station (now closed) and multi-storey car park all of which is now considered to be in pressing need of redevelopment. In the main, the retail offer can be described as predominantly 'value retailing' with little in the way of niche and/or specialist retailing.
- 5.20 Development in the town centre since the 1970s has been predominantly piecemeal and comparatively limited. There has, however, been a sizeable concentration of retail warehousing constructed out-of-centre at the Phoenix Retail Park, situated 1.75km to the north-east of the town centre itself and generating quite a considerable level of competition for the town centre, particularly in terms of convenience and value comparison goods shopping.
- 5.21 Notwithstanding the above, Corby is the second most important centre in North Northamptonshire in terms of retail. However, at present retail rankings indicate that Corby performs poorly in comparison to other centres in the region and is in decline. The Management Horizons retail ranking placed Corby in 344th place of all centres in 2004, down on its 2000 ranking where it was placed 259th. Kettering in 2004 fared considerably better in 171st position, while Wellingborough was placed only 16 positions behind Corby in 2004 at 360th.
- 5.22 It is estimated that the retail sector will need to grow both to reclaim the loss of investment over recent years and to reflect the needs of the emerging increased population. There is an extant planning permission for major redevelopment of the southern part of the town centre and a reserved matters application has been submitted for part of the scheme.

Housing

- 5.23 House prices in Corby are notably lower than in neighbouring authorities and 46% lower than national averages. The average dwelling price in 2002 for Corby was £75,284 compared to the East Midlands regional figure of £86,838 and England and Wales figures of £138,370. Average house prices are also low in comparison to neighbouring authorities – the figure for East Northamptonshire was £118,622, the average in Kettering was £102,265 and Wellingborough £100,545. Between 2002 and 2003 the average price of a home in the East Midlands increased by 20% compared with the England rise of 12%. Housing is much more affordable in Corby in comparison to surrounding Boroughs - the house price to income ratio in Corby was 3.90% in 2003 compared to 5.81 in East Northamptonshire, 5.62 in Kettering and 4.73 in Wellingborough.
- 5.24 Corby also has a significantly higher proportion of residents living in housing rented from the council, housing association or Registered Social Landlords – 31% compared to a national average of 19.2%.
- 5.25 It will therefore be necessary for the LDDs to ensure that a level of affordable housing is maintained within the plan period to ensure that the local population are not priced out of the market.

Human Health

- 5.26 Life expectancy in Corby is noticeably lower than national and regional averages, as well as those of neighbouring authorities. In 2002 the average male in Corby was expected to live 74.2 years, whilst the average female 79.2 years compared to 76.2 (male) and 80.7 (female) nationally, and 77.3 (male) and 81.5 (female) in East Northamptonshire. Similarly mortality rates signified by the standard mortality ratio in Corby were higher in 2003 than both the regional and national averages – 117 in Corby, compared to 102 in the East Midlands and 100 for England.
- 5.27 9.4% of the Corby population considered their health “not good” in the 2001 Census compared to neighbouring authorities. This is above average in comparison to neighbouring authorities where the figure is 7.2% in East Northamptonshire, 7.7% in Kettering and 8.2% in Wellingborough. At 18.4% of the total population, Corby also had the highest proportion of its population suffering from a limiting long term illness of all the neighbouring authorities in 2001. The statistic is significantly higher than the regional average (9.1%) and, at approaching one fifth of the working population, this will have significant implications for the local economy.

Sustainability Appraisal Report

5.28 It is clear from the above figures that Corby suffers considerable health inequalities in comparison to neighbouring authorities. The LDDs will need to consider how these inequalities can be reduced for example through securing appropriate healthcare infrastructure for the area, particularly if it is to cope with an expanded population. The LDDs may also be able to deliver healthier environments through sustainable transport systems and reduced use of the car, incorporating green spaces into urban areas, and good access to employment and services for all. Although the cause and effect relationships are difficult to determine for these factors, reduced deprivation and increased wealth do appear to be strongly correlated with better health and therefore ensuring overall regeneration should bring health benefits to the area.

Education and Skills

5.29 Corby has an above average proportion of the population with no qualifications and the lowest proportion of the population with high level qualifications (degree level or above) of all local authority areas in England and Wales. This represents an impediment to the expansion of service sector industries in particular and there is a clear need for the plan to seek to promote upskilling of the population as a whole, particularly post-16 education.

5.30 Some schools are operating under capacity and it is primarily the more rural schools that show the greatest spare capacity. The closure of Our Lady and the Pope Secondary School in 2004 has had an impact on school places in the town. An Academy is planned be established in Corby, replacing Corby Community College and opening in September 2007. This will provide 1000 places for 11-16 year olds and a further 250 sixth form places.

5.31 The LDDs will need to support initiatives to raise academic standards, particularly through the possible extension and development of new schools in the most sustainable locations. The number of school places will need to increase in proportion to population as the growth plans are implemented to ensure that educational standards improve. Employment opportunities created within the Borough will need to be matched by increasing the skills levels of the resident population.

Crime

5.32 Corby has considerably higher levels of crime per 1000 population than national, regional and county averages, as well as that of neighbouring authorities. Criminal damage is the most frequently recorded crime. The highest rates of crime occur within the central wards of Corby town centre.

5.33 The LDDs should seek to reduce crime within its policies through supporting appropriate design initiatives, as well as policies that seek to reduce the recognised causes of crime (e.g. inequality, youth boredom, etc).

Deprivation

- 5.34 The 2004 Indices of Multiple Deprivation (IMD) show that Corby contains 12 of the 50 most deprived wards in Northamptonshire including the 4th, 5th, 6th and 10th. Of the 354 local authorities in England, Corby was ranked 74th placing it in the upper 25% of the most deprived parts of the Country.
- 5.35 It is important that the LDDs focus on reducing such inequalities, across the Borough as a whole, but in particular the 12 most deprived wards.

Biodiversity, Flora and Fauna

- 5.36 The Borough of Corby, as well as the County as a whole, has seen considerable decline in terms of habitats and species since the 1900s. The Northamptonshire Biodiversity Action Plan (BAP) seeks to reverse this situation through conserving existing habitats and species and restoration and reintroduction of habitats and species. The BAP identifies a number of priority habitats within the following categories:

- ◆ Rivers and Wetlands:
 - Rivers and streams;
 - Open standing water;
 - Reedbeds and swamps;
 - Wet and marshy grassland;
 - Springs and flushes;
- ◆ Trees and Woodlands:
 - Lowland mixed woodland;
 - Wet woodland;
 - Lowland wood-pasture and parkland;
- ◆ Farmland:
 - Cropped land;
 - Field margins and beetle banks;
 - Hedgerows;
- ◆ Dry Grassland and Heaths:
 - Lowland calcareous grassland;
 - Acid grassland and heathland;
 - Lowland neutral grassland;
 - Road verges;
 - Quarries and gulleys;
- ◆ Towns and Villages:
 - The built environment;
 - Urban forest and greenspace.

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- 5.37 The LDDs should ensure that new development assists in enhancing the biodiversity of the area through native species landscaping, appropriate location and open space management. Specific actions in the BAP should be taken into account where relevant. LDDs should set out the need for special consideration to wherever a BAP listed species may be affected by development, some of which will be naturally protected. Development must ensure that when old buildings are renovated and restored, species that may use these as hibernation or breeding locations are taken into account through following proper ecological survey. Where development is permitted, appropriate conditions should be applied to ensure the conservation of the species in a local context.

Landscapes

- 5.38 Landscapes should not only be protected for aesthetic reasons but also for their role in providing a historic record of land use, for the biodiversity value of the features within them and as a recreational tourism resource.
- 5.39 An objective landscape character assessment is currently underway by consultants commissioned by Northamptonshire County Council. This forms part of a wider project that seeks to deliver an integrated, robust and transparent landscape characterisation of the County. The aim of the Northamptonshire Environmental Characterisation Project is to protect, in an integrated way, the three primary environmental aspects of the landscape comprising the historic, the ecological and the current. The overall aim is that landscape character assessment will be used to inform the form and design of new development.
- 5.40 There are a number of designated sites within the Borough including three SSSIs, two local nature reserves, two special landscape areas and 51 county wildlife sites. LDDs should seek to preserve and enhance these areas.

Cultural Heritage

- 5.41 Given Corby's designation as a new town in the 1950s, the majority of designated conservation areas fall outside of the town of Corby and relate to the surrounding rural settlements. Proposals for site specific developments outside of the town centre will need to be mindful of the importance of conserving and/or enhancing historical character.
- 5.42 Corby contains six Scheduled Ancient Monuments (SAMs), 13 other archaeological sites and 237 listed buildings; none are on English Heritage Buildings at Risk Register. There are many listed buildings in the villages and two registered historic parks and gardens within the Borough. New development in the Borough should seek to respect both built and archaeological heritage and in general promote good design to add to the built quality of the Borough, particularly in areas that are currently lacking in character.

Air Quality and Noise

- 5.43 Air Quality Management Areas (AQMAs) are declared when pollutants are expected to exceed air quality objectives set in the Air Quality Strategy, in line with the EU requirements. There are no designated AQMAs in Corby or the surrounding Boroughs. There are two AQMAs in the County, both of which are in Northampton.

Greenhouse Gas Emissions

- 5.44 Defra has recently published statistics on carbon dioxide (CO₂) emissions, one of the biggest causes of climate change, for all UK authorities for 2003. These are experimental statistics under development but give a good indicator of efforts to reduce carbon emissions over the years.
- 5.45 For 2003, Corby CO₂ emissions totalled 730 kilotonnes (kT), East Northamptonshire 645 kT, Kettering 801 kT and Wellingborough 553kT. The biggest contributors to CO₂ emissions in Corby were the industrial and commercial (69%) and domestic (10%) sectors followed by road transport (10%). In the surrounding Boroughs domestic and road transport were the most significant emitters of CO₂ (29% and 37% in East Northamptonshire, 32% and 35% in Kettering, 34% 28% in Wellingborough).
- 5.46 CO₂ emissions in tonnes per capita in Corby (13.8 tonnes per capita) were significantly higher than surrounding Boroughs (East Northamptonshire 8.1 tonnes, Kettering 9.5 tonnes and Wellingborough 7.6 tonnes) and the regional average at 9.8 tonnes. However domestic per capita emissions were broadly comparable (2.7 tonnes in Corby compared to 2.3 in East Northamptonshire, 3.0 in Kettering and 2.6 in Wellingborough). This high per capita emissions rate reflects the continuing industrial nature of Corby in comparison to its neighbours.
- 5.47 The national home-energy conservation target is for a 30% increase in domestic energy efficiency by 2010. According to the Home Energy Conservation Act 1995, 7th Progress Report, the overall change in energy efficiency for the period 1 April 1996 to 31 March 2004 for Corby was an 8.8% improvement. Although the data are not directly comparable due to different monitoring techniques, Corby compares unfavourably to its neighbours, the regional and national average and is not on target to meet the 2010 objective.
- 5.48 A measurement used to assess overall energy efficiency is the Standard Assessment Procedure (SAP). This runs from 1 (highly inefficient) to 100 (highly efficient). According to the BVPI, Corby has a SAP of 49 (for 2003/04), which was considerably lower than the Regional mean of 60.1 and for Kettering (69) and Wellingborough (53).

Contaminated Land

- 5.49 Corby has high levels of previously developed land in comparison to neighbouring Boroughs, a legacy from its mining and steel manufacturing past. This previously developed land will prove invaluable in meeting the growth targets set; however, much is likely to be contaminated and will require remediation works prior to redevelopment.

Water Quality and Flood Risk

- 5.50 The River Welland is the main river in the Borough. There are a number of tributaries including the Harper's, Willow and Gretton Brooks. Corby has eight sites monitored by the Environment Agency (EA) in terms of chemical and biological quality and evidence suggests degradation at some of these sites – in terms of chemical quality one site was ranked “poor” and one site ranked “bad” in the most recent rankings. A further site was ranked “bad” in terms of biological quality.
- 5.51 The hydrology for the Borough is dominated by the River Nene Catchment, which flows to the east of Corby through East Northamptonshire and Kettering. Harpers Brook, Willow Brook and River Ise are tributaries within the vicinity of Corby and present indications are that surface water drainage is inadequate, partially due to a reduction in the flood plain.
- 5.52 River and tributary systems in the Borough are designated as Flood Zone 3 Status by the Environment Agency with an annual risk of flooding of 1% or greater. Development pressure has led to increasing risk of flooding throughout the Corby area, and planned growth poses serious challenges for the management and limitation of run-off and flood risk. Increased flows from future development are likely to exacerbate flooding problems downstream on Willow and Gretton Brooks, as noted in the Sustainability Appraisal of the Core Strategy for North Northamptonshire.
- 5.53 It is also noted that the current sewage treatment works in Corby offer insufficient capacity to accommodate projected growth, this issue is being looked at as part of the water cycle strategy in Corby.

Waste Management

- 5.54 Corby's rate of recycling/composting/energy recovery is lower than the national, regional and local averages. However, the Borough has seen significant improvements in the rate of recycling in recent years, from 2.6% of waste recycled in 2001/02 to 9.1% in 2003/04. No waste is currently used for energy recovery within the Borough.

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- 5.55 It is important that the LDDs assist in the reduction of waste going to landfill through the identification of suitable sites for waste recycling and sorting facilities, as well as ensuring that new development incorporates sustainable building practices in order to minimise waste. New development above a threshold size could also be required to make provision for the collection and storage of recyclable materials.

Transport

- 5.56 Almost one third of households in Corby do not have access to their own private car/van. Despite this a higher proportion of workers in Corby travel to work by car than the national average (69% travel by car, 9.6% by public transport, compared to 61.5% by car and 14.5% by public transport across England).
- 5.57 Traffic growth is increasing much faster in Northamptonshire than the national average. Between 1993 and 2003 traffic growth was 30% in Northamptonshire compared to 19% across the UK. The LDDs will need to seek to influence modal choices for journeys to work through locational policies to reduce this growth, particularly in light of the likely growth in population and employment in the area.

6. KEY SUSTAINABILITY ISSUES

INTRODUCTION

- 6.1 The requirement to identify sustainability problems and issues arises from the SEA Directive, where the Environmental Report required under the Directive should include:

‘any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC’ (Annex I (d))

METHODOLOGY

- 6.2 An analysis of key sustainability issues relevant to the Site Specific Proposals DPD was carried out. This work was based on consultation and discussion with key CBC officers, review of previous SA work for the wider North Northamptonshire area, the review of relevant plans and programmes, analysis of responses from consultations on the Issues and Options for the Site Specific Proposals DPD, the combined CBC Local Development Documents SA Scoping Report, and analysis of the baseline data.
- 6.3 Table 6.1 below presents the results of the analysis of key sustainability issues.

Table 6.1 – Analysis of Key Sustainability Issues

Key Issues	Plan Implications / Opportunities	SEA Topics
<p>1 Supporting planned regeneration and growth</p> <p>Northamptonshire is identified as an area for major new development over the next 20-30 years as part of the Milton Keynes and South Midlands Growth Area. The North Northamptonshire area is projected to accommodate 52,000 new homes and 44,000 new jobs between 2001 and 2021.</p> <p>Within this context, Corby is one of three towns designated as ‘neighbouring growth towns’ within the Milton Keynes and South Midlands Regional Spatial Strategy (MKSM RSS8).</p> <p>In translating these targets to Corby, Regional Spatial Strategy 8 (RSS8) presents ambitious growth targets for Corby of 16,800 new houses and 14,000 new jobs to 2021. This is against a background of little growth in either population or employment in recent years.</p> <p>High retail vacancy rates (almost double national averages) have resulted in the regeneration of Corby’s town centre being prioritised and there are commercial proposals being developed for a major regeneration of the town’s retail area.</p>	<p>Without adequate planning, rapid economic growth can threaten the environment by depleting natural resources and placing an excessive burden on the assimilating capacity of natural ecosystems.</p> <p>Encouraging more sustainable patterns of growth presents an opportunity to tackle many social, economic and environmental problems, and is at the heart of the government’s Sustainable Communities agenda.</p> <p>It will be necessary to ensure that housing and employment growth take place in balance, hence reducing the numbers of people travelling outside the area to work and equally to reduce inward commuting. Consideration should be given to increasing the range of employment opportunities within the area.</p> <p>Action will be required to ensure sustainable growth across a wide range of areas as a complement to the planned growth, including: skills training, business development, environmental improvement, improved amenities (including the development of retailing and leisure in the town centre), radical improvement in the range and quality of housing and the development of passenger rail services.</p>	<p>Population, material assets, human health, biodiversity, soil, water, air</p>
<p>2 Pockets of deprivation</p> <p>The Rank of Multiple Deprivation shows that Corby Borough contains some of the most deprived wards in the County and has above average levels of deprivation in the national context.</p> <p>Corby is ranked 74th most deprived of 354 local authorities in England (where 1 is the most deprived), which places it within the top quartile of the most deprived authorities in England. It contains 12 of the 50 most deprived wards in Northamptonshire, including the 4th, 5th, 6th and 10th most deprived.</p> <p>Incidences of highest deprivation tend to be clustered. This clustering occurs primarily in and around the neighbouring growth towns, of which</p>	<p>Social inclusiveness and equity are key elements of sustainable development.</p> <p>Issues of disadvantage and social exclusion will need to be targeted in areas of highest need. The role of the town centre in supporting the rural hinterland will be key and securing accessibility by public transport will be crucial in enabling the more peripheral populations to actively engage in the labour market.</p>	<p>Population, human health</p>

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Key Issues	Plan Implications / Opportunities	SEA Topics
<p>Corby is one. In addition, smaller pockets of deprivation exist in the rural areas, where spatial dispersal of settlements results in difficulties in accessing services and facilities, particularly in the labour market and most especially for those without access to a private car.</p>		
<p>3 High rates of crime</p> <p>Corby has considerably higher rates of crime per 1000 population than national, regional and county averages, as well as comparable neighbouring authorities. Criminal damage is the most frequently recorded crime, accounting for 30% of all crime; theft/handling accounted for 20%; and violence represented 17% of all recorded crime (2003/04 figures). In addition, anti-social behaviour is noted to be on the increase.</p>	<p>Proactive consideration of cumulative effects on community security should be encouraged at critical stages in the evaluation of strategic options.</p> <p>Development density and mix, neighbourhood linkages, and access to jobs, services and amenities are likely to be important factors.</p>	<p>Population, human health</p>
<p>4 Poor levels of health and high mortality</p> <p>The number of people who consider themselves to be in poor health in Corby is 9.4%, which is higher than national (9.2%) and regional (9.1%) averages, as well as being above that of the surrounding districts.</p> <p>The Standard Mortality Ratio, at 117, is also notably higher than the national ratio (100) and that of the region and surrounding districts. Life expectancy for males and females is considerably below national and regional averages, as well as that of each of the neighbouring districts in North Northamptonshire.</p>	<p>Reasons for poor health and mortality rates need to be investigated so that appropriate policy responses can be developed.</p> <p>Significant opportunities exist to improve health through, for example, promotion of more sustainable transport modes at the community level, particularly walking and cycling; reduced levels of air pollution; and securing good access to recreation and leisure facilities.</p>	<p>Population, human health</p>
<p>5 Housing affordability and changing household characteristics</p> <p>The ratio of house price to income (3.90) indicates that accommodation is more affordable in Corby than in the surrounding districts, recording ratios of 5.81 in East Northamptonshire, 5.62 in Kettering and 4.73 in Wellingborough. This compares to a national average of 5.30 for the same year (2002). However, given that average house prices in Corby were significantly lower than in the neighbouring districts in 2002 with a price indicator for all dwellings of £75,284 in Corby (46% lower than the England and Wales average), compared to £118,622 in East Northamptonshire; £102,265 in Kettering; and £100,545 in Wellingborough, the relatively low house price to income ratio is more a reflection of generally lower incomes than the type of accommodation available.</p> <p>The Breakdown of Housing Type shows that 13% of Corby households lived in flats or maisonettes in 2001, which is slightly above the</p>	<p>The LDDs represent a significant opportunity to respond to changing household composition and develop appropriate policies for private and affordable housing, taking into account projected economic change/increased economic opportunities. There is a need to encourage partnership working to seek to increase the supply of affordable housing and ensure more affordable housing is targeted at those most in need.</p> <p>The location of new homes in Corby needs to be carefully planned and well-designed to meet changing household needs and improve accessibility to jobs and services.</p>	<p>Material Assets, population, human health</p>

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Key Issues	Plan Implications / Opportunities	SEA Topics
<p>statistics for neighbouring districts, as well as the national average. The percentage of households living in detached dwellings in Corby (17.4%) was also significantly lower than neighbouring districts, regional (32.2%) and national averages (22.8%).</p> <p>Average household size in Corby is 2.4 people. Household composition is broadly comparable to the averages for England and Wales, although Corby has slightly less one person households and marginally more lone parent households. Household size is expected to decrease in the future in line with national trends.</p>		
<p>6 Housing condition</p> <p>The proportion of local authority housing stock classified as non-decent at the start of 2003/04 was 36%. This is slightly lower than the County level (37.9%) but much higher than surrounding areas – Kettering (13%) and Wellingborough (21.0%).</p>	<p>Existing homes must not be forgotten – improvement, regeneration and management of existing homes are just as important as building new homes.</p> <p>The Council needs to bring its own housing stock up to the Government's "Decent Homes" standard by 2010.</p>	<p>Material Assets</p>
<p>7 Risk to heritage assets</p> <p>Corby has seven conservation areas, together with six scheduled ancient monuments and 14 other known sites of archaeological interest. Due to the designation of Corby as a new town in the 1950s, the vast majority of the historical assets in the Borough are outside the town centre itself within the seven parish villages, which are located in an attractive rural setting with links to the open countryside.</p>	<p>The LDDs should seek to ensure that all heritage assets and their settings are protected from inappropriate development, whilst also seeking to improve access to assets where this does not conflict with protection.</p>	<p>Cultural heritage, landscape and material assets</p>
<p>8 Highly valued wildlife habitats</p> <p>Northamptonshire has seen significant decline in terms of habitats and species throughout the 20th Century. Despite this, Corby still contains three Sites of Special Scientific Interest (SSSIs), two Local Nature Reserves (LNRs), two Special Landscape Areas (SLAs) and 51 County Wildlife Sites. The Biodiversity Action Plan seeks to reverse the situation of environmental decline through conserving remaining habitats and species and restoration of degraded species through partnership.</p>	<p>Existing habitats should be maintained and enhanced wherever possible, and the creation of new wildlife habitats in new developments should be encouraged. Habitat severance and fragmentation should be proactively avoided.</p> <p>Coordination between authorities will be required in defining boundaries such as conservation areas and/or green belts where appropriate to ensure protection of nearby designated sites.</p>	<p>Bio-diversity, flora and fauna, landscape, air, soil and climatic factors</p>
<p>9 Growing numbers of species are declining or becoming rare</p> <p>With the decline in habitats across</p>	<p>The LDDs should seek to identify 'critical' natural capital, the loss of</p>	<p>Biodiversity, flora and fauna,</p>

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Key Issues	Plan Implications / Opportunities	SEA Topics
<p>Northamptonshire during the 20th Century, a growing number of species are experiencing rapid decline or have become rare or extinct.</p> <p>Rare species of flora and fauna in the areas surrounding Corby are associated with such priority habitats as lowland mixed woodland, lowland calcareous grassland together with colonised habitats associated with human development. As with trends nationally, significant habitat loss and associated species decline is occurring in these areas.</p>	<p>which is not justified by any social/economic means, and protect in accordingly through the development of appropriate policy responses.</p> <p>The LDDs should aim to protect and enhance existing biodiversity and natural habitats, and to encourage the creation of new wildlife habitats.</p>	<p>landscape, air, soil and climatic factors</p>
<p>10 Areas of degraded water quality</p> <p>Despite a number of improvements in both chemical and biological water quality in most of the locally monitored water courses, the quality of water courses varies considerably throughout the Borough, ranging from 'very good' right through to 'bad' under the Environment Agency rating system.</p>	<p>The LDDs should encourage the maintenance and improvement of surface and ground water quality through improved management of point and diffuse sources of pollution through implementation of appropriate drainage systems and pollution control measures.</p>	<p>Water, biodiversity, soil, material assets and human health</p>
<p>11 Rising flood risk</p> <p>The hydrology of North Northamptonshire is dominated by the River Nene catchment, which is fed by the tributaries of Harper's Brook, Willow Brook and the River Ise. Surface water drainage is noted to be inadequate in Corby and there is considered to be a risk that increased flows from future development would be likely to exacerbate existing flooding problems downstream on the Willow and Gretton Brooks. An integrated water cycle study has been commissioned and the findings will need to be considered when they become available.</p>	<p>The LDDs should seek to minimise and, wherever possible, reduce the risk to people and properties from flooding through appropriate land use planning and drainage design based on proactively engaging with relevant agencies, in particular the Environment Agency.</p>	<p>Water, soil, landscape, humane health, material assets</p>
<p>12 Waste water</p> <p>Current forecasts indicate that the Corby Sewage Treatment Works are already operating at capacity and offer no latent capacity to accommodate projected growth, particularly in the context of the MKSM projections.</p>	<p>The LDDs must identify opportunities for the construction/expansion of existing sewage treatment infrastructure in order to support the projected levels of development as set out in the MKSM and RSS8. This should include the investigation of opportunities for the development of more environmentally sustainable treatment solutions.</p>	<p>Population, human health, soil, water and landscape</p>
<p>13 Rising amounts of waste</p> <p>Since 2001/02 Corby has raised the amount of household waste being recycled from 2.6% to 9.1% in 03/04. However, the total municipal waste arisings in Northamptonshire County rose</p>	<p>Pressures from new legislation make diversion of waste from landfill a key issue.</p> <p>The LDDs should seek to actively</p>	<p>Soil, landscape, water, air, climatic factors</p>

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<p>year on year between 1995/6 to 2002/03, falling only slightly in 2003/04 to around 350 million tonnes and over 90% of household waste arisings were sent to landfill. It has been suggested that this net growth is likely to have been caused by a range of factors, including changing demographics and social behaviour (e.g. increase in consumption, packaging, etc) and a growth in the amount of commercial and industrial waste included in the household waste stream.</p> <p>In 2002/03, 55% of industrial and commercial waste was re-used, recycled, thermally treated or subject to other form of recovery.</p> <p>There is currently an estimated total of 7 million cubic metres of void space available for inert waste and construction and demolition waste in Northamptonshire. In addition, several waste operators have indicated that there is currently a shortfall of a million tonnes of inert wastes and construction and demolition wastes for use as engineering and restoration materials.</p>	<p>contribute to an overall reduction in the amount of waste requiring final disposal through waste minimisation and increasing (in order of priority) the proportion of waste reused, recycled, composted and recovered.</p> <p>Since a significant percentage of waste will continue to be landfilled, a key planning consideration will be to ensure adequate provision for waste disposal facilities in the Borough or the neighbouring counties.</p> <p>Options for achieving improved efficiency in waste management activities through joint working with neighbouring County authorities should be explored.</p>	
<p>14 Contaminated land</p> <p>As a product of its industrial-led growth, Corby has one of the highest concentrations of vacant and derelict sites in the country. Much of this will be contaminated, which acts as a deterrent to bringing sites back into use through beneficial development, primarily as a result of the high costs associated with remediation works.</p>	<p>The LDDs should seek to ensure that any new development that occurs includes provision for assessment and, if required, remediation of contaminated land as appropriate.</p> <p>The LDDs should pursue opportunities to encourage positive action that will bring forward contaminated land that otherwise would not have been developed.</p>	<p>Soil, Water, Material assets</p>
<p>15 Brownfield land</p> <p>Although figures have fluctuated in recent years, the current level of housing built on previously developed land in Corby is very low at 7.0% (2003/04) compared to a County average of 52.2% and a national average of 67%.</p> <p>Corby also compares unfavourably to the percentage of new housing development on previously developed land in the surrounding districts: East Northamptonshire – 68%, Kettering – 13.1% and Wellingborough – 16.6% (2003/04).</p>	<p>The government target for the re-use of previously developed land for housing is 60%; and the redevelopment of sites for non-residential uses is also encouraged through national planning policy. The LDDs should actively seek to ensure, where possible, that new developments occur on derelict, vacant and underused previously developed land and buildings and in all cases the sequential approach to site selection should be applied.</p>	<p>Material assets, landscape, soil, biodiversity, flora and fauna</p>
<p>16 Air quality</p> <p>Air quality in the North Northamptonshire area is</p>	<p>The LDDs should aim to protect and</p>	<p>Air,</p>

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	Key Issues	Plan Implications / Opportunities	SEA Topics
	<p>generally regarded as good and there are currently only two designated Air Quality Management Areas (AQMAs) in the County, both located at Northampton. However, the latest projections suggest that some pollutants (mainly NO₂ and small particulates) may increase as a result of increasing road traffic across the region, particularly in the context of the MKSM growth targets.</p>	<p>improve the current level of air quality to protect human health. This includes actions to increase the natural carbon sink (e.g. through increased woodland planting); reduce carbon emissions from housing, which is responsible for 25% of the UK's carbon emissions; and reducing the amount of biodegradable waste buried in landfill sites since this is known to produce methane, a powerful greenhouse gas.</p> <p>The LDDs should also encourage opportunities to enhance public transport, reduce car usage, improve walking and cycling links, and promote sustainable modes of transport with to the aim of reduce air pollution associated with road transport and, more specifically, congestion.</p>	<p>climatic factors, population and human health</p>
<p>17</p>	<p>Energy efficiency and renewable energy</p> <p>The national domestic energy standard assessment procedure indicates that Corby is currently at 49% efficiency. This is considerably lower than the regional average of 30.1%. With an improvement of 6.8% since 1996, Corby is behind the set target for improvement in energy efficiency, which is 12% over 6 years, as well as recording a significantly lower rate of improvement than neighbouring authorities.</p> <p>The East Midlands in 2003 generated only 1.6% of its energy from renewable sources.</p> <p>Northamptonshire had eight electricity generating stations accredited under the renewables obligation by 2004 with a total generating capacity of 17.4 MW.</p>	<p>The LDDs offer the opportunity to contribute to an improvement in energy efficiency across the Borough through the development of more sustainable transport infrastructure; and policies that support good practice in respect of the design, siting and use of energy efficient materials in the construction of buildings and infrastructure.</p> <p>The LDDs should aim to substantially increase the proportion of energy both purchased and generated from renewable and sustainable sources.</p> <p>Opportunities to improve energy efficiency through development should also be pursued as part of the LDD process.</p>	<p>Air, climatic factors, soils, material assets and landscape</p>
<p>18</p>	<p>Freight movement</p> <p>Corby has a designated 'Eurohub' for the movement of rail freight. However, since the town operates as an access/egress point onto the rail freight network, levels of road freight accessing the hub are elevated.</p>	<p>Plans and proposals relating to the eurohub development should, where possible, minimise the level and impact of road freight movements and mitigate any detrimental effects of movements on the surrounding area.</p>	<p>Air, climatic factors, human health, landscape</p>
<p>19</p>	<p>Impact of private vehicular commuter movements</p> <p>Corby, Kettering and Wellingborough are the focal point for the economy of the North Northamptonshire area and although Corby has a</p>	<p>The LDDs should seek to build on recent successes in slowing rates of road traffic growth and aim to facilitate a modal shift to more sustainable modes of transport through locational</p>	<p>Air, climatic factors, population and human</p>

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Key Issues	Plan Implications / Opportunities	SEA Topics
<p>reasonably high level of localised self-containment, with 70% of residents being employed within the Borough, there are also significant cross-boundary commuter movements. 9.6% of Corby's residents commute to work in Kettering and in return, 11.1% of Kettering's residents are employed in Corby. In addition, the proximity of major settlements such as Northampton, Milton Keynes, Market Harborough and Peterborough, exerts a considerable pull on the labour market, with a pronounced effect in terms of the significance of cross-boundary commuting movements.</p> <p>Peak hour traffic growth on radial routes throughout the County has achieved the outgoing LTP target of remaining below 7% in all local authority areas, with Corby actually recording a reduction in growth rates of 5%. However, there remains a net increase in traffic growth across the County and the projection is for 15% growth in Northamptonshire between 2005 and 2010. Traffic forecasts suggest that in 20 years time, traffic in the UK will be between 22% and 46% higher than present.</p> <p>Although congestion in Northamptonshire is not recognised as a significant concern through DfT designation in the national context, it is highlighted as an increasingly important issue in the emerging LTP2, particularly in the context of projected growth levels set out in the MKSM.</p>	<p>policies and requirements for appropriate sustainable transport infrastructure to be implemented in conjunction with all new development. This should be set in the context of seeking to achieve an alleviation of congestion (both existing and projected), air pollution and other adverse knock-on effects.</p>	<p>health</p>
<p>20 Improving access to services</p> <p>Corby currently has no direct passenger rail service, with access to the rail network being provided by a half hourly bus connection to Kettering.</p> <p>The North Northamptonshire area is predominantly rural and beyond the three main settlements of Corby, Kettering and Wellingborough, there are 109 rural villages dispersed across attractive countryside. Corby therefore faces the challenge of serving a dispersed population, often with low levels of public transport access.</p> <p>Bus patronage levels are increasing County-wide; however, latest statistics suggest that the North Northamptonshire area is actually experiencing declining usage of public transport. Only 9.6% of Corby's working population use public transport for their journey to work.</p>	<p>The LDDs should encourage measures to increase accessibility to services for all groups of the community. This includes locational policies, infrastructure requirements and potential safeguarding of sites for the creation of new and improved public transport infrastructure.</p>	<p>Population, human health, landscape, air, climatic factors, soil, water and material assets</p>
<p>21 Unemployment rates</p> <p>Corby has an above average proportion of</p>	<p>The LDDs should seek to ensure accessibility to employment</p>	<p>Population, material</p>

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Key Issues	Plan Implications / Opportunities	SEA Topics
<p>residents that are unemployed (2.1% compared to 1.8% in England and Wales in December 2005), permanently sick or disabled (7.0% compared to 5.5% in England and Wales) or inactive for other reasons (3.3% compared to 3.1% in England and Wales). This has implications in terms of planning for the economy and community services.</p>	<p>opportunities is maintained and enhanced through the designation of an appropriate level and range of employment sites; an improved public transport system; securing opportunities for the expansion of employment/commercial sites; and integration of transport and land use planning.</p>	<p>assets, human health</p>
<p>22 Need for employment diversity</p> <p>At present, the breakdown of employment by type reveals an over-reliance on the manufacturing sector (over 40% of Corby’s working population is employed in this sector) and a higher than average representation of storage and distribution activities. In contrast, there is a lower than average representation within knowledge-based and service sectors, which are considerably higher value in the context of the local economy.</p> <p>Office floorspace in Corby totals just 50,000m², which is lower than any of the neighbouring authorities. This is within the context of a competitive market and the County town of Northampton presents the strongest pull of business – its total of 445,000m² of office floorspace is greater than the sum of all of North Northamptonshire’s three principal towns.</p>	<p>Mono-sectoral economies are at highest risk from economic decline. In order to secure a sustainable economic future, it is essential that the town centre action plan incorporates sufficient type and variety of employment sites and locations to encourage a growth and diversification of the employment base.</p> <p>Opportunities presented by the expansion of the Rockingham Motor Speedway into Corby and the subsequent appearance of niche markets such as ‘Motorsport Valley’ should be capitalised upon and key economic drivers.</p>	<p>Population</p>
<p>23 Low levels of educational demand and attainment</p> <p>The population of Corby has the lowest rank of any local authority in England and Wales for persons qualified at degree level or higher (8.5% and 19.8%, respectively). Allied to this, Corby also ranks fourth highest in the region and 18th highest in England and Wales for the proportion of the population with no qualifications – 39.3%.</p> <p>There are high numbers of surplus places in primary and secondary schools in the Corby Borough and these are expected to rise. Furthermore, parental preference and perceptions of the schools in the town has tended to polarise surplus places into two of the schools.</p>	<p>The qualifications and skills of a population will have a significant effect on the breadth and range of economic activity. Projected increases in population, jobs and service provision set out in the MKSM will need to be met with increases in skills levels.</p> <p>Although the LDDs cannot have a direct effect on skills attainment, policies within the DPD should seek to create the necessary conditions to support educational and training development within the Borough.</p>	<p>Population</p>
<p>24 Service role of town centre</p> <p>Corby is one of the three principal towns (including Kettering and Wellingborough) that serve the substantial and dispersed rural hinterland of the North Northamptonshire area. The retail offer of Corby is approximately half that offered in Kettering in terms of total floorspace and the town is characterised by high levels of vacancy. Office floorspace in Corby is the lowest in the area, totalling 50,000m² and both Corby</p>	<p>In order to secure a sustainable future for Corby as a service centre for the wider borough, it is essential that the LDDs maximise opportunities to generate proposals that will effect the regeneration of Corby. There is a particular need to ensure that the links between the town centre and its rural hinterland are strengthened both in</p>	<p>Population, human health and material assets</p>

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Key Issues		Plan Implications / Opportunities	SEA Topics
	and Wellingborough rely on one single general hospital, located in Kettering. As a result, patterns of consumption indicate that in its current form Corby is failing to adequately serve its geographical catchment, with much of the population looking to other centres to serve basic needs.	terms of accessibility and the range and quality of facilities and services provided.	
25	Retail ranking Corby is the 2 nd most important centre in North Northamptonshire in terms of retail; however, national rankings indicate that it performs poorly when compared to other competing centres in the region. Corby is therefore unlikely to attract a significant market share in terms of spending and, therefore, economic advantage.	The LDDs should seek to ensure the delivery of high quality and fully accessible retail development, focusing on the most accessible locations (primarily the existing town centre).	Population, landscape, cultural heritage
26	Lack of evening economy In its present form, Corby town centre tends to experience little evening activity. This is a product of a number of inter-related issues – the purpose built retail development of the 1970s includes little or no opportunities for town centre living, resulting in a lack of activity after 6pm; a lack of activity contributes to perceptions of parts of Corby town centre as unattractive and intimidating; and only 9.76% of the town centre units are occupied by uses that open in the evenings such as bars and restaurants (the national figure is 12.74%). The evening economy of Corby town centre is therefore very limited and undoubtedly further economic benefits are being lost to more developed competition in the surrounding towns and smaller settlements.	<p>The development of an evening economy within town centres is increasingly being recognised as a means of maximising the economic contribution of town centres, supporting the realisation of increased housing within town centres and strengthening the role of towns as the centre of their surrounding communities.</p> <p>There is a need for the LDDs to capitalise on opportunities to develop an evening economy focused on the principal service centre in tandem with efforts to increase the potential consumer base through the introduction of larger amounts of residential development within the central part of Corby. Any such development will need to be supported by appropriate infrastructure and in particular there will be a need to ensure that sustainable transport solutions are developed to complement an extension of town centre activity into the evenings.</p>	Population, human health, landscape, material assets

7. SUSTAINABILITY APPRAISAL FRAMEWORK

INTRODUCTION

- 7.1 The SEA Directive does not specifically require the use of objectives or indicators in the SEA process, but they are a recognised and useful way in which environmental effects can be described, analysed and compared at key stages in the DPD's development.
- 7.2 The SA approach described in the ODPM's guidance is very much objectives-led, and the SA framework comprises the key component in completing the remaining stages of the SA, providing a systematic and easily understood tool around which to structure both supporting information and the prediction and assessment of sustainability effects arising from the implementation of the DPD.

METHODOLOGY

- 7.3 A SA framework was developed using an iterative analytical process, based on the review of relevant plans and programmes, the evolving baseline, and developing analysis of key sustainability issues. This work was informed throughout by the results of previous relevant SA work at the local and regional level, in particular the SA of the Core Spatial Strategy for North Northamptonshire.
- 7.4 The form of the SA objectives has been drawn from the thematic coverage of the SA objectives developed by Baker Associates and the JPU in undertaking the SA of the Preferred Options for the North Northamptonshire Core Spatial Strategy. Where appropriate, objectives have been replicated; however, in some instances it has been considered that a slight alteration to the wording would result in an assessment that better reflects the prevailing baseline conditions in Corby, and/or clarifies the specific effects to be assessed. Table 7.1 briefly outlines the relationship between the proposed draft SA objectives and those used in the SA of the Core Spatial Strategy.

Table 7.1 – Relationship Between Core Spatial Strategy SA Objectives and Proposed SA Objectives

Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
Enable people all to have similar and sufficient levels of access to services, facilities and opportunities	Meeting requirements of projected population growth Deprivation Commuting movements Access to Services Employment Retail Ranking Education/Training	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	The CSS Objective has very broad coverage, and includes the subjective clause of providing <i>sufficient</i> levels of access to services facilities and opportunities. The re-wording retains the thematic coverage but removes this ambiguity, replacing it with a requirement for <i>improvements</i> against the baseline, which will ease the monitoring of effects.
Provide the opportunity for people to meet their housing needs	Meeting requirements of projected population growth Housing affordability and changing household characteristics Re-use of vacant/ previously developed land	To provide opportunities for all people to meet their housing needs	Slight wording alteration for consistency in phrasing.
Improve overall levels of physical, mental and social well being, and reduce disparities between different groups and different areas	Deprivation Health Air quality	To improve the health and well being of the population and reduce health inequalities	Objective revised to clarify the focus of the assessment, emphasising the theme of health. This will ease the identification of indicators for the monitoring of effects.
Reduce the incidences of crime and fear of crime	Crime Retail Ranking Environmental Quality	To reduce crime and the fear of crime	Slight wording alteration for consistency in phrasing.
Value and nurture a sense of belonging in a cohesive community whilst respecting diversity	Deprivation Access to Services Employment	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	Objective revised to clarify the focus of the assessment. This will ease the identification of indicators for the monitoring of effects.
Assist people in gaining the skills to fulfil their potential and increase their contribution to society and the	Meeting requirements of projected population growth	To provide opportunities for the improvement of educational and achievement levels and skills	The CSS Objective has very broad coverage, and includes some highly subjective phrasing – <i>fulfil their potential</i> and <i>increase their contribution</i> . Such matters are difficult to

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Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
economy	Education Deprivation Employment Access to Services		quantify for the purposes of monitoring and under SA/SEA would be more likely to emerge as a cumulative/synergistic/indirect effect. Therefore the Objective has been amended to cover the same themes, yet provide a clearer focus on education and skills. This will ease the identification of indicators for the monitoring of effects.
To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect residential amenity	Meeting requirements of projected population growth Deprivation Crime Health Protection of heritage assets Protection of environmental assets Waste management Air Quality Retail Ranking	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Objective amended to include a requirement to <i>enhance</i> residential amenity, thus seeking to ensure that the assessment highlights policies with a clear beneficial effect.
To protect, maintain and enhance the diversity and abundance of species and their habitats to implement a net gain and to avoid habitat fragmentation	Meeting requirements of projected population growth Biodiversity Protection of environmental assets Water quality Air quality Re-use of vacant/ previously developed land Commuting movement Environmental quality Health	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	The CSS Objective also incorporates part of the assessment rationale (i.e. phrase <i>to implement...</i>). The Objective wording has been amended in the interests of clarity or phrasing. The SA report will clearly state the emphasis of the SA Objective in a tabulated assessment rationale.
Maintain and enhance the quality and	Meeting requirements of	To maintain and enhance the quality	Amalgamation of the two CSS objectives into one. Based on

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Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
distinctiveness of the built environment Maintain and enhance the quality, character and local distinctiveness of the landscape, including its contribution to the setting and character of settlements	projected population growth Protection of environmental assets Water quality Contaminated land Re-use of vacant/ previously developed land	and distinctiveness of the landscape and the built environment	previous SA/SEA experience, these elements can be satisfactorily addressed together, which simplifies both the assessment and the ongoing monitoring of effects. The integration of built and natural landscape is also important in the interests of developing an all-encompassing set of SA objectives for the Corby DPDs.
Protect and enhance sites, features and areas of historical, archaeological, geological and cultural value and their settings	Meeting requirements of projected population growth Biodiversity Protection of environmental assets Protection of heritage assets	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	Slight wording alteration for consistency in phrasing.
Reduce the emissions of greenhouse gases and protect people from the effects of climate change	Health Protection of environmental assets Flood risk Air Quality Renewable Energy use Freight movement Traffic Growth Commuting movement Access to services	To respond to climate change through reduced GHG emissions	The CSS Objective has very broad coverage in the sense that the phrase <i>protect people from the effects of climate change</i> could be interpreted in a wide manner, potentially encompassing some matters that are beyond the scope of planning policies. The SA Objective has been reworded to retain the principal thematic coverage but narrow the focus of the assessment, which will ease the identification of indicators for the purposes of monitoring.
No Specific Comparator	Protection of environmental assets Traffic Growth Energy use	To slow the rate of road traffic growth	The review of policy context and key issues have highlighted that it is important for Plan policies to seek to slow road traffic growth and promote more sustainable patterns of development and movement, especially in the context of proposed growth across the Borough. These SA objectives have been added to ensure that these aspects of the effects of

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Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
	Air Quality Health		the Plan are adequately monitored.
No Specific Comparator	Protection of environmental assets Traffic Growth Energy use Air Quality Health	To increase the proportion of journeys made by sustainable modes	
Reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere	Health Waste management Air Quality Energy use Freight movement Traffic Growth Commuting movement	To improve air quality	The CSS Objective also incorporates part of the assessment rationale (i.e. phrase following <i>in the interests of</i>). The Objective wording has been amended in the interests of clarity of phrasing. The SA report will clearly state the emphasis of the SA Objective in a tabulated assessment rationale.
Maintain and improve the quality of ground and river waters	Meeting requirements of projected population growth Health Protection of environmental assets Contaminated land	To maintain and improve the quality of ground and surface waters	Slight wording alteration for consistency in phrasing. Replacement of <i>river</i> waters with <i>surface</i> waters since the two are inextricably linked, with surface water being a key determinant of river water quality.
Ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Meeting requirements of projected population growth Health Housing condition Protection of environmental assets Protection of heritage assets	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Slight wording alteration for consistency in phrasing.

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Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
	Flood risk Waste water treatment/ infrastructure		
Ensure the efficient use of land and maintain the resource of productive soil	Meeting requirements of projected population growth Protection of environmental assets Protection of heritage assets Contaminated land Re-use of vacant/ previously developed land Retail Ranking	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	The CSS Objective encompasses two issues, which may lead to difficulties in undertaking the assessment. The SA Objective wording has been revised and refined to cover the main issue that can be directly addressed by the Plan policies. This will ease the identification of indicators for the monitoring of effects.
Ensure the efficient use of minerals and primary resources	Protection of environmental assets Contaminated land Re-use of vacant/ previously developed land Energy efficiency Renewable energy use Air quality	To ensure the efficient use of minerals and primary resources	Slight wording alteration for consistency in phrasing.
Minimise energy consumption, increase energy efficiency and maintain the stock of non renewable energy sources	Protection of environmental assets Waste Energy efficiency Air Quality Renewable energy use Commuter movement Promotion of sustainable transport	No Equivalent Objective	This CSS Objective was considered to cover a broad range of issues and includes considerable overlap with other objectives. As such, it was not felt necessary to include a standalone objective for the Corby DPDs.

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Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
Increase the opportunities for energy generation from renewable sources	Protection of environmental assets Waste Air Quality Renewable energy use Commuter movement Promotion of sustainable transport	To promote an increase in energy generation from renewable sources	Slight wording alteration to emphasise the need not only to <i>increase opportunities</i> but also to actively <i>promote</i> an increase in renewable energy use, which is a key issue in Corby.
Reduce the consumption of finite materials and increase reuse and recycling	Housing condition Protection of environmental assets Contaminated land Re-use of vacant/ previously developed land Energy efficiency Renewable energy use Air quality	To reduce the consumption of finite materials and increase re-use, recycling and recovery	Slight wording alteration for consistency in phrasing, plus the addition of <i>recovery</i> since this is a recognised beneficial manner in which to treat waste materials.
Maintain and enhance employment opportunities and to reduce the disparities arising from unequal access to jobs	Meeting requirements of projected population growth Deprivation Employment Education/Training Retail Ranking	To promote increased employment levels and more diverse employment opportunities	Emphasis of Objective altered to encompass the key issue of needing to broaden the employment base in Corby, arising from an over-reliance on manufacturing. Direct reference to <i>unequal access</i> removed in the interest of clarity since deprivation is covered through other objectives.
Retain and enhance the factors which are conducive to wealth creation, including infrastructure and the local strengths and qualities that are attractive to visitors and investors	Meeting requirements of projected population growth Deprivation Employment Education/Training	No Equivalent Objective	In its current form, the CSS coverage is too broad to facilitate monitoring. The decision to exclude a specific objective relating to this is rooted in a belief that the key thematic coverage is adequately addressed through the preceding objectives.

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Core Spatial Strategy (CSS) SA Objective	Thematic/Key Issues Coverage	Proposed Draft SA Objective	Justification
	Retail Ranking Protection of environmental assets Protection of heritage assets Transport		
Protect and enhance the vitality and viability of town centres and market towns	Meeting requirements of projected population growth Deprivation Crime Housing affordability and changing household characteristics Re-use of vacant/ previously developed land Employment Education/Training Retail Ranking	To improve the vitality and viability of town and district centres	Slight wording alteration to strengthen the need for <i>improvement</i> and reflect the fact that the Borough does not include market towns, but that district centres should also seek to achieve vitality and viability.

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- 7.5 The SA framework is presented in Table 7.2 below. The SA framework has been refined following responses from the scoping consultation. A set of 22 SA objectives have been developed, with indicators suggested for each objective. A single headline indicator has also been suggested for each objective. It is likely that the set of indicators will be further refined following related work in developing indicators within the Council. The availability and accuracy of data, both on current status and trends, as well as the availability of current or anticipated targets, plays an important part in this process of refining indicators. Developing a good balance of appropriate and reliable indicators across the set of SA objectives is also critical in the development of an effective but also practical monitoring programme.

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Table 7.2 – SA Framework

Key to Data Availability for Indicators**Bold** = Known data for Corby Borough*Italic* = Known data for Northamptonshire CountyUnderlined = Data for Corby Borough and Northamptonshire County currently unknown

No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
Social				
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	<i>% of rural households within 13 minutes walk of an hourly or better bus service</i>	<u>% of new development within 1km of main employment areas</u>	Human health, population
			<i>% of rural households within 13 minutes walk of an hourly or better bus service</i>	
			Rank of accessibility scale (IMD)	
2	To provide opportunities for all people to meet their housing needs	Average house price to income ratio	Average house price to income ratio	Material assets, population
			Average gross weekly pay	
			Housing tenure	
			Breakdown of households by accommodation type	
3	To improve the health and well being of the population and reduce health inequalities	Life expectancy	Life expectancy	Human health, population
			Standard mortality ratios	
			<i>% of people who describe their health as not good</i>	
			<i>% of people who describe their health as good</i>	
4	To reduce crime and the fear of crime	Overall Crime Rates	Overall Crime Rates	Human health, population
			Burglary offences per 1,000	
			Anti-social behaviour crimes per 1,000	
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity	Indices of deprivation – overall rank	Indices of Deprivation – overall rank	Human Health, Population
			Rank of Income Scale (IMD)	

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
	amongst social groups		Rank of Employment Scale (IMD)	
6	To provide opportunities for the improvement of educational and achievement levels and skills	Qualifications of working age population	Qualifications of working age population People aged 16-74 with: No qualifications People aged 16-74 with: Highest qualification attained level 4 / 5 Rank of education scale (IMD)	Population
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Participation in sport and cultural activities	Participation in sport and cultural activities Access to the countryside Access to local green space Life expectancy Air quality CO ₂ and greenhouse gas emissions	Human health, population, cultural heritage, landscape
Environmental				
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	Number, area and condition of designated sites	Population of species Type, area and condition of designated sites Area and condition of local priority habitats Woodland coverage (%of area)	Biodiversity, flora and fauna
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	Quality of countryside / landscape	Condition of landscapes/countryside area used for recreational purposes Quality, value and sensitivity of landscape allocated for future development Derelict properties and properties in poor condition Local landscape/townscape character/quality designations	Cultural heritage and landscape
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	Condition of heritage assets	Area and condition of Conservation Areas No. of Listed Buildings and proportion at risk % of buildings in Conservation Areas in poor condition % scheduled ancient monuments in poor condition	
11	To respond to climate change through reduced GHG emissions	Emissions of greenhouse gases	GHG emissions by sector (tonnes per year) Regional and local road transport oil consumption % woodland coverage (carbon sinks)	Climatic factors

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
12	To slow the rate of road traffic growth	Road traffic growth rate	<u>Number of car trips</u>	Population, human health, air, climatic factors
			Regional and local road transport oil consumption	
			<u>Annual average flow per 1,000km of principal roads</u>	
13	To increase the proportion of journeys made by sustainable modes	Modal split	<u>Number of passenger journeys made annually on local buses</u>	
			Travel to work, by mode	
			Travel to school by mode	
			% households without a car	
			<u>Frequency/reliability of public transport</u>	
			<u>% of rural households within 13 mins walk of an hourly or better bus service</u>	
14	To improve air quality	Performance against National Air Quality Targets	Levels of main pollutants for National Air Quality Targets	Air
			AQMAs declared	
			<u>Industrial Processes</u>	
			<u>Number of days of air pollution</u>	
			Levels of road traffic	
15	To maintain and improve the quality of ground and surface waters	Biological & chemical water quality	% of watercourse classified as good or fair biological quality	Soil ,water
			% of watercourse classified as good or fair chemical quality	
			<u>Number of new developments incorporating SuDS</u>	
			<u>Number of sites confirmed contaminated</u>	
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Extent of floodplain	<u>No. of planning permissions with sustainable drainage installed</u>	Water, soil
			<u>Extent of floodplain changing due to development</u>	
			<u>No. of development schemes in flood risk areas</u>	
			<u>Average domestic water consumption (l/head/day)</u>	
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	% of new housing development built on previously developed land	% of new housing built on previously developed land	Cultural heritage, landscape
			<u>Density of residential development</u>	
			<u>No. of existing sites brought into beneficial re-use</u>	
			<u>% of new development built on Greenfield sites</u>	
18	To ensure the efficient use of minerals and primary resources	<u>Soil quality and condition of geological sites</u>	<u>% of land area that is contaminated</u>	Soil, water
			<u>% of land area that has been reclaimed</u>	

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
			% of new housing on previously developed land <u>% of new business development on previously developed land or through conversions of existing buildings</u> Area of grade 1, 2 and 3A agricultural land	
19	To promote an increase in energy generation from renewable sources	<u>% of energy from renewable sources</u>	Domestic gas sales per consumer Commercial and Industrial gas sales per consumer <u>% of energy from renewable sources</u> Energy consumption per capita Energy efficiency (SAP) Percentage of domestic improvement in energy efficiency	Climatic factors
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	% of municipal waste generated disposed of to landfill	Household and amenity waste generated per year (tonnes) Kg of household waste collected per head % domestic waste recycled % domestic waste composted % domestic waste used to recover energy % domestic waste landfilled Commercial and industrial waste generated per year % commercial waste recovered/reused/recycled	Soil, water
Economic				
21	To promote increased employment levels and more diverse employment opportunities	Employment breakdown by type	New firms: registrations VAT registered businesses Measure of Productivity Employment rate per 1,000 population Unemployment (number of claimants) % of Jobseekers Allowance claimants as a proportion of resident working-age people Percentage of economically inactive working age people	Population, material assets

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No	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
			Number of economic sectors represented in the area Job density representing the ratio of total jobs to working age population	
22	To improve the vitality and viability of town and district centres	Zone A rental levels	Zone A rental levels Extent of Primary Shopping Area (PSA) <u>Number of business applications granted planning consent</u> <u>No. of businesses financially assisted through the Council</u> Vacant industrial/commercial floorspace <u>Footfall in PSA</u>	Material assets

SA BASELINE DATA AND TRENDS

- 7.6 The SA framework is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SA framework. Determining the significance of predicted effects is perhaps the most critical task in the SA. The picture that the baseline presents in terms of the SA framework is the starting point for this.
- 7.7 Table 7.3 below presents an analysis of the fundamental characteristics of the baseline (current conditions, current trends, and sensitivity to change) against the SA objectives using a simple three-point normative scale as follows:
- ◆ Current Conditions - good/moderate/poor;
 - ◆ Current Trends – improving/stable/declining;
 - ◆ Sensitivity to Change – high/medium/low.
- 7.8 Sensitivity to change in the context of SA represents the extent to which, for instance, ecological thresholds may be close to being breached or carrying capacity exceeded, such that relatively small changes might be likely to induce disproportionately large effects, which in some instances might have wide-ranging and/or unexpected consequences. An example might be the decline of a particular wildlife population below the level at which it is viable in a particular habitat.
- 7.9 The quality of the information base gives an indication of the certainty with which the other three parameters are known, and this is presented in Table 7.3 using a similar colour-coded three-point scale (high/medium/low).

Future Baseline

- 7.10 The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the DPD.
- 7.11 Tables 7.4 and 7.5 present analyses of baseline trends over the short term and long term, which have been used in the assessment of options set out in Sections 9 and 10 below, and are referenced in the detailed tables of the assessment of preferred options in Appendix C.

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Table 7.3 – Summary of Baseline Conditions

SA Objective	Local Baseline				Commentary
	Cond	Trend	Sensitivity	Inf Qlty	
1 To improve accessibility and transport links for all modes between residential areas and key services and employment areas	Poor	Stable	Med	High	No access to direct rail passenger services in Corby. Low level of public transport access outside the main settlements. Low public transport use for travel to work (9.6%). 16,800 new homes to be built in Corby between 2001 and 2021 and another 9,800 between 2021 and 2031. Little growth in the number of homes built in recent years. Low average house prices and low price to 9.4% of people considered themselves to be in poor health (above the regional and national average), high standard mortality ratio and low life expectancy. 18% of people in Corby with life limiting illness (above national average) Crime rates higher than regional and national averages and anti social behaviour increasing. Crime rates perceived to be stable, but anti social behaviours is perceived to be increasing. Corby is the 74th most deprived local authority in England out of 354 authorities and contains 12 out of the 50 most deprived wards in Northamptonshire Corby has the lowest level (8.5%) of people with degree level or higher qualifications in England. Ranks 18th for the proportion of the population with no qualifications (39.3%). 9.4% of people considered themselves to be in poor health (above the regional and national average), high standard mortality ratio and low life expectancy. 18% of people in Corby with life limiting illness (above national average) Significant decline in species and habitats in the 20th century. Corby is a new town - the majority of high quality built environment and landscape falls outside the town centre and has, in general, stabilised in condition following degradation as a result of industrial processes from the 1950s onwards. Corby is a new town and the majority of heritage assets are located outside of the town and are subject to appropriate designations. Declining traffic growth in Corby Peak hour traffic growth is declining in Corby (5% reduction) 70% of people use the private car for journeys to work No Air Quality Management Areas designated Some improvement in chemical and biological water quality at monitoring stations, but considerable variation through the Council area Increasing water consumption. Surface water drainage is inadequate and sewage works are at capacity. Increased flood risks with future development and no further sewage capacity. Very low level of use of brownfield land for development (7%) compared to County (52%) and national (67%) averages. Behind targets for improving energy efficiency, but some improvement has been made in recent years. There is little information relating specifically to Corby; however, statistics for North Northamptonshire and the East Midlands indicate that the area is performing below national average (1.6% compared to 2.7% Increasing amount of waste is recycled (increase from 2.6% to 9.1% in the 2003-04 period), but recycling still at a low level Little growth in employment in recent years, with above average unemployment and people on permanent sick benefit. A projected 14,000 new jobs to be created in Corby between 2001 and 2021, with 8,000 additional jobs in 2021 to 2031. Corby is the second most important retail centre in North Northamptonshire, but performs poorly in national rankings
2 To provide opportunities for all people to meet their housing needs	Mod	Stable	Low	Med	
3 To improve the health and well being of the population and reduce health inequalities	Poor	Decl	Med	High	
4 To reduce crime and the fear of crime	Poor	Stable	Low	High	
5 To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	Mod	Decl	Low	Low	
6 To provide opportunities for the improvement of educational and achievement levels and skills	Poor	Stable	Low	Low	
7 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	Stable	Med	Med	
8 To conserve and enhance wildlife habitats and species and avoid habitat	Mod	Decl	High	High	
9 To maintain and enhance the quality and distinctiveness of the landscape and the built environment	Mod	Stable	High	Med	
10 To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	Mod	Stable	High	Med	
11 To respond to climate change through reduced GHG emissions	Mod	Stable	High	Low	
12 To slow the rate of road traffic growth	Mod	Stable	High	Low	
13 To increase the proportion of journeys made by sustainable modes	Poor	Stable	Med	Med	
14 To improve air quality	Good	Stable	High	Med	
15 To maintain and improve the quality of ground and surface waters	Mod	Stable	High	Med	
16 To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Poor	Stable	High	Low	
17 To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	Poor	Stable	High	Med	
18 To ensure the efficient use of minerals and primary resources	Poor	Impr	High	Med	
19 To promote an increase in energy generation from renewable sources	Poor	Stable	High	Low	
20 To reduce the consumption of finite materials and increase re-use, recycling and recovery	Poor	Impr	Med	Med	
21 To promote increased employment levels and more diverse employment opportunities	Poor	Stable	Low	Med	
22 To improve the vitality and viability of town and district centres	Poor	Stable	Med	Med	

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Table 7.4 – Summary of Projected Baseline Conditions (Short Term)

SA Objective	Future Baseline - Short Term				Commentary
	Cond	Trend	Sensitivity	Inf Qty	
1 To improve accessibility and transport links for all modes between residential areas and key services and employment areas	Poor	Decl	Med	Med	Without investment, public transport accessibility likely to decline, especially in the context of planned investment in surrounding centres.
2 To provide opportunities for all people to meet their housing needs	Mod	Decl	Low	Med	Poor and declining investor confidence likely to continue trend of little growth in the number of homes built, with few opportunities to enforce development of affordable housing.
3 To improve the health and well being of the population and reduce health inequalities	Poor	Decl	Med	Med	Percentage considering themselves to be in 'poor health' likely to continue as environment degrades (above the regional and national average), together with high standard mortality ratio and low life expectancy.
4 To reduce crime and the fear of crime	Poor	Decl	Low	Med	Corby recognised as being in clear need of regeneration with high levels of vacancy and an unappealing environment. Incidence of crime projected to increase over time.
5 To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	Mod	Decl	Low	Low	Without regeneration, current levels of deprivation likely to increase relative to other areas, resulting in a poorer national performance.
6 To provide opportunities for the improvement of educational and achievement levels and skills	Poor	Decl	Low	Low	Corby has the lowest level (8.5%) of people with degree level or higher qualifications in England. Ranks 18th for the proportion of the population with no qualifications (39.3%). Situation likely to decline over time, particularly relative to surrounding authorities.
7 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Mod	Decl	Med	Med	Percentage considering themselves to be in 'poor health' likely to continue as environment degrades (above the regional and national average), together with high standard mortality ratio and low life expectancy.
8 To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	Mod	Stable	High	High	No investment in site development may actually offer opportunities for self-colonisation of species within the built environment.
9 To maintain and enhance the quality and distinctiveness of the landscape and the	Mod	Decl	High	Med	Without investment in the built fabric of the town, environmental degradation would seem likely.
10 To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	Mod	Stable	High	Med	Corby is a new town and the majority of heritage assets are located outside of the town and are subject to appropriate designations.
11 To respond to climate change through reduced GHG emissions	Mod	Stable	High	Low	Situation likely to remain stable.
12 To slow the rate of road traffic growth	Mod	Impr	High	Low	Recent trends show declining peak hour traffic growth. Over time it is likely that current trip generators may close with potential benefits in terms of reducing traffic growth rates.
13 To increase the proportion of journeys made by sustainable modes	Poor	Stable	Med	Med	Situation likely to remain stable.
14 To improve air quality	Good	Decl	High	Med	Despite declining road traffic growth rates, there remains a projection for a net increase in traffic; therefore air quality likely to decline generally.
15 To maintain and improve the quality of ground and surface waters	Mod	Stable	High	Med	Trends show stabilisation of water quality; therefore little change projected.
16 To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Poor	Decl	High	Low	Trends of increasing water consumption. Surface water drainage is inadequate and sewage works are at capacity. Situation likely to worsen over time.
17 To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	Poor	Decl	High	Med	Very low level of use of brownfield land for development (7%) compared to County (52%) and national (67%) averages. Declining environmental quality and image of town unlikely to attract further investment assuming no policy interventions.
18 To ensure the efficient use of minerals and primary resources	Poor	Impr	High	Low	Behind targets for improving energy efficiency, but some improvement has been made in recent years. Likely to stabilise over time.
19 To promote an increase in energy generation from renewable sources	Poor	Stable	High	Low	There is little information relating specifically to Corby; however, statistics for North Northamptonshire and the East Midlands indicate that the area is performing below national average (1.6% compared to 2.7% share, nationally). Likely continuation of trends over time.
20 To reduce the consumption of finite materials and increase re-use, recycling and recovery	Mod	Stable	Med	Low	National policy precedents likely to have an influence over increased recycling/recovery, irrespective of land use planning policies.
21 To promote increased employment levels and more diverse employment opportunities	Poor	Decl	Low	Med	Need for new jobs is recognised as pressing. Continuation of current trends would see a decline in the creation of new job opportunities and/or employment diversification.
22 To improve the vitality and viability of town and district centres	Poor	Decl	Med	Med	Corby already performing relatively poorly - trend of decline likely to develop, particularly in the context of planned growth in neighbouring areas.

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Table 7.5 – Summary of Projected Baseline Conditions (Long Term)

SA Objective	Future Baseline - Long Term				Commentary
	Cond	Trend	Sensitivity	Inf Qlty	
1 To improve accessibility and transport links for all modes between residential areas and key services and employment areas	Poor	Decl	Med	Med	Without investment, public transport accessibility likely to continue to decline, especially in the context of planned investment in surrounding centres.
2 To provide opportunities for all people to meet their housing needs	Poor	Stable	Low	Med	Poor and declining investor confidence likely to continue trend of little growth in the number of homes built, with few opportunities to enforce development of affordable housing. Situation likely to stabilise in the long term.
3 To improve the health and well being of the population and reduce health inequalities	Poor	Decl	Med	Low	Percentage considering themselves to be in 'poor health' likely to continue as environment degrades (above the regional and national average), together with high standard mortality ratio and low life expectancy.
4 To reduce crime and the fear of crime	Poor	Decl	Low	Low	Corby recognised as being in clear need of regeneration with high levels of vacancy and an unappealing environment. Incidence of crime projected to increase over time.
5 To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	Poor	Stable	Low	Low	Without regeneration, current levels of deprivation likely to increase relative to other areas, resulting in a poorer national performance, with situation stabilising over the longer term.
6 To provide opportunities for the improvement of educational and achievement levels and skills	Poor	Decl	Low	Low	Corby has the lowest level (8.5%) of people with degree level or higher qualifications in England. Ranks 18th for the proportion of the population with no qualifications (39.3%). Situation likely to decline over time, particularly relative to surrounding authorities.
7 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Poor	Stable	Med	Med	Percentage considering themselves to be in 'poor health' likely to continue as environment degrades (above the regional and national average), together with high standard mortality ratio and low life expectancy.
8 To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	Mod	Impr	High	Med	No investment in site development may actually offer opportunities for self-colonisation of species within the built environment.
9 To maintain and enhance the quality and distinctiveness of the landscape and the built environment	Poor	Stable	High	Med	Without investment in the built fabric of the town, environmental degradation would seem likely, with increased decline over time.
10 To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	Mod	Stable	High	Med	Corby is a new town and the majority of heritage assets are located outside of the town and are subject to appropriate designations.
11 To respond to climate change through reduced GHG emissions	Mod	Decl	High	Low	Local situation likely to remain stable; however, given global scale of issue, decline over time is likely.
12 To slow the rate of road traffic growth	Mod	Impr	High	Low	Recent trends show declining peak hour traffic growth. Over time it is likely that current trip generators may close with potential benefits in terms of reducing traffic growth rates.
13 To increase the proportion of journeys made by sustainable modes	Poor	Stable	Med	Med	Situation likely to remain stable.
14 To improve air quality	Mod	Decl	High	Med	Despite declining road traffic growth rates, there remains a projection for a net increase in traffic; therefore air quality likely to decline generally.
15 To maintain and improve the quality of ground and surface waters	Mod	Stable	High	Med	Trends show stabilisation of water quality; therefore little change projected.
16 To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Poor	Decl	High	Low	Trends of increasing water consumption. Surface water drainage is inadequate and sewage works are at capacity. Situation likely to worsen over time.
17 To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	Poor	Decl	High	Med	Very low level of use of brownfield land for development (7%) compared to County (52%) and national (67%) averages. Declining environmental quality and image of town unlikely to attract further investment assuming no policy interventions.
18 To ensure the efficient use of minerals and primary resources	Mod	Stable	High	Low	Behind targets for improving energy efficiency, but some improvement has been made in recent years. Likely to stabilise over time.
19 To promote an increase in energy generation from renewable sources	Poor	Decl	High	Low	There is little information relating specifically to Corby; however, statistics for North Northamptonshire and the East Midlands indicate that the area is performing below national average (1.6% compared to 2.7% share, nationally). Likely continuation of trends over time.
20 To reduce the consumption of finite materials and increase re-use, recycling and recovery	Mod	Impr	Med	Low	National policy precedents likely to have an influence over increased recycling/recovery, irrespective of land use planning policies.
21 To promote increased employment levels and more diverse employment opportunities	Poor	Decl	Low	Low	Need for new jobs is recognised as pressing. Continuation of current trends would see a decline in the creation of new job opportunities and/or employment diversification.
22 To improve the vitality and viability of town and district centres	Poor	Decl	Med	Low	Corby already performing relatively poorly - trend of decline likely to develop, particularly in the context of planned growth in neighbouring areas.

8. COMPATIBILITY BETWEEN DPD AND SA OBJECTIVES

8.1 An initial compatibility matrix was developed to identify to what extent the central objectives used to inform the DPD (i.e. the objectives that guide the Preferred Options for North Northamptonshire Core Spatial Strategy) are compatible with the draft SA objectives, and vice versa. This is presented in Table 8.2. It should be noted that this initial assessment is based on certain important assumptions with regard to the SA/SEA Objectives, as set out in Table 8.1.

Table 8.1 – Assessment Rationale

SA/SEA Objectives		Assessment Rationale
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	Impact of components on improving access to and between main services and residential areas for all modes. This includes a consideration of extended frequencies and broader transport networks, including priority access into town centre, as well as the integration of transportation planning with development proposals.
2	To provide opportunities for all people to meet their housing needs	Impact of the DPD on providing a range of different types of housing in a variety of accessible locations, including appropriate provision of affordable housing.
3	To improve the health and well being of the population and reduce health inequalities	Consideration of schemes and measures that would encourage some form of physical activity, which may have a knock on effect on improving health. Improvements to the pedestrian environment and/or cycle provision, as well as measures that improve access to key health services through development of sustainable transport choices. Schemes which result in reductions in air and noise pollution and reduce congestion (which can cause stress).
4	To reduce crime and the fear of crime	Consideration of the contribution of components to improving road safety for all users, as well as enhancing safety and security for walkers, cyclists and public transport users through increased lighting/CCTV/security measures/safety by design etc. Important to

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SA/SEA Objectives		Assessment Rationale
		identify proposals that can improve 'perceptions' of safety as well as actual improvements.
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	The degree to which components support the development both of existing areas and new development through the provision of community, educational and/or leisure facilities, all of which should be accessible by sustainable transport infrastructure and the strengthening of linkages across the County. Includes a consideration of measures that could help to improve image through enhanced safety, reduced crime and increased community involvement in development activities (e.g. through community engagement in public art).
6	To provide opportunities for the improvement of educational achievement levels and skills	Consideration of the contribution of the DPD in terms of identifying sites for the development of education/training infrastructure at all levels (i.e. including adult education) and supporting planned new development through adequate provision of schools. Can also include measures aimed at augmenting passive education such as interpretation of the natural environment and community involvement in development initiatives.
7	To create health, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	Assessment of the effectiveness of the DPD in encouraging the development of balanced communities where all housing areas are supported by accessible leisure, recreation and employment opportunities. Also requires consideration of DPD impact on improving the environment in terms of safety, biodiversity, noise reduction and pollution control.
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	The degree to which the components result in the conservation, enhancement or creation of habitats, considering the extent of net gain in wildlife interest through creation of habitats and taking into account increased landscape maturity over time. Habitat severance and negative impacts of flora and fauna are associated with increased traffic volumes, levels of emissions, loss of habitat/wildlife corridors (e.g. through demolition of vacant buildings where bats may be nesting; or felling of trees that support birdlife). Construction on undeveloped, long term vacant and/or greenfield sites may also result in disturbance to established habitats.
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	Impact of the proposed components on both local townscape and distinctiveness (including Conservation Areas), and wider landscape and historic environment (e.g. historic woodland and

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SA/SEA Objectives		Assessment Rationale
		views into/out of the built up area to the surrounding rural hinterland) quality, either positively or negatively, including during construction. Extent of sympathetic integration of proposals, including design quality and the longer term impact of maturing landscaping as well as the potential intrusion of components on the landscape for example through the cumulative effects of built development (e.g. traffic management and/or public transport infrastructure, changes to overall building design, impact on skyline, signage, lighting, street furniture, parking arrangements, footways etc.).
10	To protect and enhance places, building and sites of geological, archaeological, cultural and historic value and their settings	Impact on designated Conservation Areas, listed buildings, locally listed buildings, scheduled ancient monuments, other nationally important archaeological remains, registered parks and gardens, including during construction. Extent of sympathetic integration of schemes and measures, impact of conversion/re-development, impact of air pollutants, noise and vibration as well as consideration of the cumulative impact of incremental changes to the physical environment, particularly in the setting of sensitive sites/buildings.
11	To respond to climate change through reduced GHG emissions	Considered as a regional/national level effect, comprising an assessment of the degree to which the proposed components will contribute to an increase or decrease in GHG emissions. In this context, the principal causal relationships are a positive correlation between increased traffic volumes and increased GHG emissions; increased waste generation and increased GHG emissions; and increased use of finite energy sources and increased GHG emissions. Measures to promote the use of more sustainable transport modes would therefore be considered of benefit in terms of reducing GHG emissions as would the establishment of energy efficient building design and siting. In addition, overall carbon sink potential would be affected by changes to woodland, with increased woodland cover being of benefit in terms of reducing overall GHG levels.
12	To slow the rate of road traffic growth	Impact of the components of reducing the rate at which road traffic grows across the Borough network. The primary consideration is impact on reducing the growth of private vehicles using the network, particularly in the context of planned population growth. However there may be a need to consider the effect of significant

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SA/SEA Objectives		Assessment Rationale
		increases in public transport (i.e. buses) operating across the network, as well as increased freight movement, for example to service new development. Initiatives to encourage modal shift to non-road modes likely to be most effective in supporting this objective. Demand restraint through appropriate locational policies is also an important contributor to slowing the rate of road traffic growth.
13	To increase the proportion of journeys made by sustainable modes.	Impact of the components on supporting the development of infrastructure for sustainable transport modes (walking, cycling, bus, rail) and identification of components that actively 'promote' these modes with a view to increasing use of sustainable modes as opposed to private transport. Particularly important in the context of integrating new development with existing areas and broadening transport choices (i.e. through provision of passenger rail services)
14	To improve air quality	Positive correlation between improvements in air quality, health improvements and the use of more sustainable modes of transport. Consideration of whether schemes would result in reductions or increases in traffic-derived pollutant concentrations/carbon dioxide emissions through examination of predicted changes in road traffic numbers and the effect on the concentrations of certain traffic derived pollutants (NO ₂ and PM ₁₀). Such improvements would arise primarily from reduced volume of motorised road traffic (i.e. through modal shift to more sustainable modes), improved traffic flow and reduced congestion, with impacts being more acute in built up areas where air circulation is restricted.
15	To maintain and improve the quality of ground and surface waters	The degree to which the proposed components impact on water resources such as through increased run-off (i.e. as a result of increased hard surfacing/built development), increases in potential sources of pollution arising from traffic growth, commercial development, residential development and proposals involving construction within watercourses (i.e. bridges) and potential for pollution incidents, particularly during construction. Impacts are likely to be more pronounced in the vicinity of open watercourses.
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	Consideration of the effectiveness of the DPD in ensuring that new and intensified development is supported by adequate infrastructure, including waste water disposal and maximises

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SA/SEA Objectives		Assessment Rationale
		opportunities for sustainable practices such as brown water recycling, rainwater use and SuDS. Flood risk should be managed through locational policies that protect flood plains and avoid known flood risk areas, together with the use of attenuation ponds etc. as appropriate.
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	Effectiveness of the DPD in supporting the redevelopment of vacant and underused sites and buildings within the town centre and accessible edge-of-centre locations, as well as increasing residential densities in accessible locations. Includes a consideration of the contribution to delaying the need to develop Greenfield land and/or sites, which would include a beneficial impact arising from more efficient use of existing transport infrastructure. There is also a need to consider the degree to which proposed components utilise sustainable resources through sustainable construction, reuse or recycling of waste/demolition material.
18	To ensure the efficient use of minerals and primary resources	Supports re-use and conversion over demolition in the interests of minimising need for new mineral extraction. Favours the use of recycled/reclaimed materials and those from sustainable sources over man-made products. Also relates to energy sources, looking favourably on proposals that support the harnessing and use of renewable energy over finite sources and supporting proposals that seek to maximise energy efficiency, for example through innovative design and siting.
19	To promote an increase in energy generation from renewable sources	Considers the extent to which proposals will contribute to an increase in energy generation from renewable sources, for example through the introduction of solar cells; and building design and siting that maximises light and heat gain and retention from natural sources. Would also support the development of renewable energy infrastructure.
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	Supports re-use of materials as opposed to use of materials extracted from finite sources – this would include maximisation of existing resources such as railway infrastructure and vacant buildings. Also seeks to reduce amount of material landfilled from domestic and commercial sources, thus supporting initiatives for developing recycling and recovery infrastructure.
21	To promote increased employment levels and more diverse employment opportunities	Considers the way in which components help to support economic growth in a variety of different ways – identification of a variety of different

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SA/SEA Objectives		Assessment Rationale
		employment sites; enhanced access for all modes; development of infrastructure to support development of new sites; measures to safeguard the health of the workforce; and enhancement of the landscape and townscape to support investment. In this context it is important to adopt a balanced approach to assessment – sustainable economic growth should not result in environmental and/or social trade offs that could be considered to outweigh economic benefits.
22	To improve the vitality and viability of town and district centres	Assesses the effectiveness of the DPD in securing use through the day and evening (vitality) and sustaining economic growth (viability) of service centres. Relates to a balance of inter-connected issues – provision of an increased range and choice of leisure, retail, employment, recreational, educational, community and leisure uses, to be supported by transport infrastructure that is accessible to all. Also requires a consideration of the effectiveness of the DPD in developing key foci for activity with good internal linkages as opposed to supporting a dispersed pattern of service provision.

8.2 The results of the initial assessment are presented in Table 8.2. They indicate that, in general terms, there is a reasonable level of compatibility between the DPD Objectives and the SA/SEA Objectives that relate to social/quality of life and economic matters (SA/SEA Objectives 1-7; and 21-22, respectively). The DPD Objectives also perform well against SA/SEA Objective 17 – To maximise opportunities to reuse previously development land and buildings in accessible locations for beneficial development – which is a reflection of the general approach of consolidating development within existing centres, coupled with the prioritisation of brownfield development over the use of Greenfield sites.

8.3 The performance of the DPD Objectives against SA/SEA Objective 9 – To maintain and enhance the quality and distinctiveness of the landscape and built environment – is also mainly favourable, although a lack of information regarding the precise nature of implementation has resulted in some uncertainty in the assessment. Again, these results are not considered surprising given that one of the key drivers for the development of the wider area is an identified need for regeneration and environmental improvement.

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- 8.4 It is also noted that a considerable amount of the assessment for SA/SEA Objectives 13 and 19 (concerned with increasing the proportion of journeys made by sustainable modes; and increasing energy generation from renewable sources, respectively) has resulted in the use of the statement ‘dependent on the nature of implementation measures’. This is, in the main, a product of the fact that the DPD Objectives do not go into sufficient detail for a reasoned judgement to be made.
- 8.5 In terms of ‘potential conflict’, this tends to be associated with the more environmental SA/SEA Objectives, namely nos. 8, 10, 11, 12, 14, 15, and 16. SA/SEA Objectives 8 and 10 relate to the condition and appearance of the natural and historic environment; 11, 12 and 14 are concerned with reducing GHG emissions, reducing road traffic growth and improving air quality, respectively; and 15 and 16 relate to the quality and availability of water resources – the poor compatibility scores tend to be as a result of the proposed scale of growth combined with the lack of a clear DPD Objectives relating to the intended transportation strategy, particularly in terms of the desired balance between the provision of public transport against supporting increased infrastructure for private motorised transport.

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Table 8.2 – Compatibility Matrix between DPD and SA Objectives

Core Spatial Strategy Objectives	SA/SEA Objectives																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1 Ensure the scale and location of growth in North Northamptonshire, particularly in the growth towns of Corby, Kettering and Wellingborough, is shaped by the role, function, character and development potential of the area in its national, regional and sub-regional context	✓	✓			✓		✓	X	✓	X	?	X	?	?	X	X	✓	?	?	?		✓
2 Enhance North Northamptonshire's national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them	✓			✓	✓		✓	X	?	X	X	?	?	X	X	?	✓	✓	?	✓		✓
3 Create a sustainable urban focused development framework for North Northamptonshire based on maintaining distinctive and separate settlements and optimising the use of its existing structure of a north-south urban core with rural service centres to the east	✓						✓	✓	✓	✓	?	?	?	?	?	X	✓	✓	?	✓		✓
4 Build a more dynamic, self-reliant and wealth creating North Northamptonshire economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplace, jobs and skills to bring this about	✓	✓	✓		✓	✓	✓	✓		✓	?	X	?	?	X	X	✓		?		✓	✓
5 Ensure that services and facilities are located in town centres and other areas of focus in North Northamptonshire, making these places more self-contained and real hearts for their communities	✓		✓	✓	✓		✓	✓	✓	?	✓	✓	✓	✓	?	X	✓	✓	?	✓	✓	✓
6 Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe and strong communities, providing for the needs of the existing and new population, promoting well being and good health; ensuring development is of local character; and supporting area based renewal		✓	✓	✓	✓		✓		✓	✓		✓	✓	✓			✓	?	?	?		✓

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<p>7 Ensure the regeneration of Corby and other areas of North Northamptonshire that needs it, through maximising the use of brownfield land for new development, providing the necessary supporting structure and inspiring community confidence in the need for positive change</p>														
<p>8 Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape character and distinctiveness, through the opportunities afforded by development and investment</p>														
<p>9 Secure provision of the services and facilities needed to sustain and enhance existing communities and support the development of North Northamptonshire, including establishing the priorities for future public and private investment and collaboration, to build confidence in North Northamptonshire for investors and others</p>														

Broadly compatible
 Potential conflict
 Not relevant
 Dependent on nature of implementation measures

Note: SA/SEA Objectives listed overleaf for reference.

SA/SEA Objectives

- 1 To improve accessibility and transport links for all modes between residential areas and key services and employment areas
- 2 To provide opportunities for all people to meet their housing needs
- 3 To improve the health and well being of the population and reduce health inequalities
- 4 To reduce crime and the fear of crime
- 5 To reduce social exclusion, promote a sense of community and improve equality of opportunity
- 6 To provide opportunities for the improvement of educational and achievement levels and skills
- 7 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential
- 8 To conserve and enhance wildlife habitats and species and avoid habitat fragmentation
- 9 To maintain and enhance the quality and distinctiveness of the landscape and built environment
- 10 To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings
- 11 To respond to climate change through reduced GHG emissions
- 12 To slow the rate of road traffic growth
- 13 To increase the proportion of journeys made by sustainable modes
- 14 To improve air quality
- 15 To maintain and improve the quality of ground and surface waters
- 16 To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding
- 17 To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development
- 18 To ensure the efficient use of minerals and primary resources
- 19 To promote an increase in energy generation from renewable sources
- 20 To reduce the consumption of finite materials and increase re-use, recycling and recovery
- 21 To promote increased employment levels and more diverse employment opportunities
- 22 To improve the vitality and viability of town and district centres

9. PLAN ISSUES AND OPTIONS

- 9.1 Stage B of the SA/SEA process seeks to assist the development and refinement of options following the initial compatibility assessment between the DPD Objectives and the SA/SEA objectives outlined in Section 7.
- 9.2 The SEA Directive requires that the Environmental Report should consider 'reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex Ih).

ASSESSMENT OF STRATEGIC POLICY OPTIONS FOR DELIVERY OF CORE DPD OBJECTIVES

- 9.3 Policy options have been identified for achieving the DPD Objectives. In some instances these policy options are limited to a 'do something' and a 'do nothing' option. The options are arranged under a series of themes, which effectively form 'policy areas'. Table 9.1 presents a series of sub-tables, each supported by a brief commentary that summarises the assessment of the options against the SA/SEA objectives, arranged under these policy areas. The full assessment tables are provided in Appendix B. All policy options have been assessed, with the exception of the Sustainable Development policy area. The preferred option for sustainable development comprises a) support for North Northamptonshire area-wide policies being developed by the JPU; b) a commitment to consider sustainable development policies in the DPD if required. As the type and coverage of policies is unclear it was considered that there is insufficient detail in the policy as stated to allow an assessment.

General Observations

- 9.4 Key general issues emerging from the assessment are as follows:
- ◆ A number of the options fail to address the issues raised under the environmental SA/SEA Objectives (8 – 20), in particular the following:
 - 11 - To respond to climate change through reduced GHG emissions;
 - 12 – To slow the rate of traffic growth;
 - 13 – to increase the proportion of journeys made by sustainable modes;

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- 14 -to improve air quality;
 - 15 – to maintain and improve the quality of ground and surface waters;
 - 16 – to ensure adequate water supply, maximise water efficiency and reduce the risk of flooding.
-
- ◆ The Options presented generally perform well in terms of the social and economic SA/SEA objectives. This is particularly true of the economy and employment, housing and town centre proposals;
 - ◆ In general terms the options have consistently performed well against the following SA/SEA objectives:
 - 5 – To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups.
 - 7 – To create healthy, clean and pleasant environments for people to enjoy;
 - 9 – To maintain and enhance the quality and distinctiveness of the landscape and the built environment;
 - ◆ In all cases, the preferred option (as stated in the DPD) performs better in terms of sustainability than the 'Do Nothing' and, where they are available, alternative options in the vast majority of cases;

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Table 9.1 – Summary of Assessment of Strategic Options

Key for Performance

+ positive - negative O neutral ? uncertain
 +/- minor ++/-- major

Economy and Employment

The Range of Employment Opportunities					
SA/SEA Objective		Option A – Build on Corby's strengths as an established and successful manufacturing and distribution centre, whilst allocating land in prime locations for office development	Option B – Create a policy seeking to balance between B1, B2 and B8 uses to ensure that there is an adequate supply of good quality land for office and industrial uses available in sustainable locations and a balance of employment opportunities	Option C – Focus future development towards building on Corby's existing strengths in manufacturing and distribution.	Option D – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	+	-	--
2	To provide opportunities for all people to meet their housing needs	O	O	O	O
3	To improve the health and well being of the population and reduce health inequalities	+	+	-	--
4	To reduce crime and the fear of crime	+	?	+	O
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	++	+	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	++	++	--
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	+	+	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	++	+	+	-

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9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	+	+	?
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	+	+	-
11	To respond to climate change through reduced GHG emissions	-	-	--	--
12	To slow the rate of road traffic growth	-	-	--	--
13	To increase the proportion of journeys made by sustainable modes	+	-	--	--
14	To improve air quality	-	-	--	--
15	To maintain and improve the quality of ground and surface waters	-	-	-	--
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	-	-	-	--
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	++	++	--
18	To ensure the efficient use of minerals and primary resources	+	+	+	-
19	To promote an increase in energy generation from renewable sources	+	+	+	-
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	+	+	--
21	To promote increased employment levels and more diverse employment opportunities	++	++	+	+
22	To improve the vitality and viability of town and district centres	++	++	0	-

9.5 Two preferred options are presented within the Site Specific Proposals DPD category concerning the range of employment opportunities, presented as Options A and B in the above table. The first option provides an overall vision for economic development, centred around building on existing strengths combined with the encouragement of high value added sectors. Option B provides a policy context based upon balanced allocation of B1, B2 and B8 uses. The approach presented within these two preferred options performs well against the SA/SEA objectives regarding social and economic development. They perform less well against the environmental and resource objectives, a particular product of the approach to attracting sectors such as distribution, which will be polluting. However the preferred options perform well in contrast to the alternative options, centred around basing growth on existing sectors only (Option C) or the “Do Nothing” scenario (Option D). The “Do Nothing” option performs particularly badly against all objectives.

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The Distribution of Land between Employment Uses			
SA/SEA Objective		Option A – Distribution of employment land based on identified requirements : B1 (18 ha), B2 (16 ha) and B8 (83 ha)	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	--
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	--
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	0
11	To respond to climate change through reduced GHG emissions	-	-
12	To slow the rate of road traffic growth	-	+
13	To increase the proportion of journeys made by sustainable modes	0	0
14	To improve air quality	--	0
15	To maintain and improve the quality of ground and surface waters	?	?
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	+	-
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--

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18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	+	--
22	To improve the vitality and viability of town and district centres	+	o

9.6 The preferred option for the distribution of land between employment uses identifies a number of sites suitable for B1, B2 and B8 opportunities. The option again does well against the social and economic SA/SEA categories. In terms of environmental and resource protection category, the option performs less well with a number of neutral or negative outcomes. Compared to the “Do Nothing” scenario, Option A does well against every category with the exception of habitat protection, which is likely to be harmed through employment development.

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Employment Land Allocations				
SA/SEA Objective		Option A – Strategic allocation of employment sites based upon recommendations of the Roger Tym Employment Study and policy development to protect these proposed allocations.	Option B – Due to Corby's central location and accessibility to a large catchment population, site allocations should for the time being concentrate on the existing and established strategic distribution market.	Option C – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-	--
2	To provide opportunities for all people to meet their housing needs	0	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-	--
4	To reduce crime and the fear of crime	+	-	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	-	--
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	+	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	-	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-	?
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	0	-
11	To respond to climate change through reduced GHG emissions	-	--	--
12	To slow the rate of road traffic growth	-	--	--
13	To increase the proportion of journeys made by sustainable modes	+	--	--
14	To improve air quality	-	--	--

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15	To maintain and improve the quality of ground and surface waters	-	-	--
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	+	+	--
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	+	--
18	To ensure the efficient use of minerals and primary resources	+	o	-
19	To promote an increase in energy generation from renewable sources	+	o	-
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	o	--
21	To promote increased employment levels and more diverse employment opportunities	++	+	+
22	To improve the vitality and viability of town and district centres	++	-	-

9.7 The assessment of options would suggest that the preferred Option A fulfils the most positive criteria in comparison to Option B which would although responding to current economic patterns in the area, does not take into account potential for economic restructuring needs, and the “Do Nothing” scenario. Option A does particularly well in terms of the economic and employment growth objectives and well in terms of social progress. However it performs less well in terms of environmental protection and prudent use of resources due to potential poor effects caused by the proposed processes, which include large areas for distribution operations. However, in comparison to the other options, the preferred option fares well in these categories also.

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Car Storage Land			
SA/SEA Objective		Option A – Develop a policy that ensures land released from car storage purposes is retained for other employment generating purposes within B1, B2 and B8, including a presumption against open storage to improve visual amenities of the Borough.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	?
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	0	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	-	+
12	To slow the rate of road traffic growth	0	0
13	To increase the proportion of journeys made by sustainable modes	+	-
14	To improve air quality	+	+
15	To maintain and improve the quality of ground and surface waters	+	-
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	++	?
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial	++	-

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	development		
18	To ensure the efficient use of minerals and primary resources	+	o
19	To promote an increase in energy generation from renewable sources	+	-
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-
	Maintenance of high and stable levels of economic growth and employment		
21	To promote increased employment levels and more diverse employment opportunities	+	--
22	To improve the vitality and viability of town and district centres	o	o

9.8 Option A is the preferred option for car storage land and is compared against the “do nothing” situation. The Option performs positively against the majority of SA/SEA objectives, and significantly out performs the do nothing scenario, which is assessed to have negative, neutral or questionable effects against the SA/SEA objectives.

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Development of New Employment Sites			
SA/SEA Objective		Option A – Develop a planning policy that requires developers to submit a master plan as part of the planning application for all proposals that seek to develop the allocated employment sites and the existing car storage areas.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	-
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	+	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	++	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	0
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	--
13	To increase the proportion of journeys made by sustainable modes	++	--
14	To improve air quality	?	--
15	To maintain and improve the quality of ground and surface waters	-	-
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	+	-
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	0	0

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18	To ensure the efficient use of minerals and primary resources	+	-
19	To promote an increase in energy generation from renewable sources	+	-
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-
21	To promote increased employment levels and more diverse employment opportunities	++	--
22	To improve the vitality and viability of town and district centres	o	o

9.9 The Preferred Option for the development of new employment sites seeks to require the submission of a masterplan for all employment development. This requirement performs well against the SA/SEA framework with mainly significantly positive, or positive effects in comparison to the “Do Nothing” scenario, which would have mainly negative effects.

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Housing

Housing Allocations					
SA/SEA Objective		Option A – To meet the RSS8 housing requirement by allocating majority on urban capacity (built up area and urban green spaces) with residual requirement delivered through sustainable urban extensions.	Option B – Use of Previously Developed Land alone for housing development	Option C – Identify a greater amount of Greenfield land on the edge of Corby and/or for additional allocations within or adjacent to the villages	Option D - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	-	-	--	O
2	To provide opportunities for all people to meet their housing needs	++	-	++	--
3	To improve the health and well being of the population and reduce health inequalities	O	O	O	O
4	To reduce crime and the fear of crime	+	+	+	O
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	+	+	O
6	To provide opportunities for the improvement of educational and achievement levels and skills	-	O	-	O
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	++	--	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	++	--	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	++	--	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	--	+	--	+
11	To respond to climate change through reduced GHG emissions	-	-	-	+
12	To slow the rate of road traffic growth	-	-	--	O

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13	To increase the proportion of journeys made by sustainable modes	+	++	--	O
14	To improve air quality	-	-	--	O
15	To maintain and improve the quality of ground and surface waters	-	-	-	O
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	-	-	-	O
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	++	--	-
18	To ensure the efficient use of minerals and primary resources	+	+	+	O
19	To promote an increase in energy generation from renewable sources	+	+	+	O
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	+	+	O
21	To promote increased employment levels and more diverse employment opportunities	+	-	+	-
22	To improve the vitality and viability of town and district centres	++	++	--	-

9.10 The majority of effects of the preferred option for housing site allocations (Option A) are rated to be positive against the SA/SEA objectives. Most of the negative effects are concerned with the protection of the environment criteria associated with habitat loss, increased traffic growth and carbon emissions that are inevitable when such a large-scale growth agenda is being driven. The fact that accommodating housing within the existing urban area over urban extension is a priority stands in good stead from a sustainability perspective. Option B, which would see an approach based purely upon redevelopment of brownfield land for housing, performs better from an environmental perspective, although it is accepted that this Option would fail to provide a sufficient rate of housing supply. Option C, which would identify a greater amount of greenfield land to accommodate additional housing, is the worst performing Option against the SA/SEA objectives. Option D, the “do nothing” scenario, provides mainly neutral effects in comparison to the criteria illustrating that whilst the negative environmental issues associated with housing development are not likely to occur, improvements to the socio-economic wellbeing of the area also will not take place.

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Rate of Housing Development				
SA/SEA Objective		Option A – Development of Brownfield sites as well as phasing of a limited level of Greenfield sites. Achieving a balance between brownfield and Greenfield sites.	Option B – Development of all brownfield sites in advance of the greenfield sites.	Option C - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	+	0
2	To provide opportunities for all people to meet their housing needs	++	-	--
3	To improve the health and well being of the population and reduce health inequalities	0	0	0
4	To reduce crime and the fear of crime	+	+	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	+	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	-	+	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	+	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	-	+	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	-	-	--
11	To respond to climate change through reduced GHG emissions	-	-	--
12	To slow the rate of road traffic growth	-	-	--
13	To increase the proportion of journeys made by sustainable modes	+	+	-
14	To improve air quality	-	-	--
15	To maintain and improve the quality of ground and surface waters	-	-	-

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16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	-	-	-
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	++	--
18	To ensure the efficient use of minerals and primary resources	+	+	-
19	To promote an increase in energy generation from renewable sources	+	+	-
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	+	-
21	To promote increased employment levels and more diverse employment opportunities	+	+	-
22	To improve the vitality and viability of town and district centres	+	+	-

9.11 Options A and B are broadly comparable in terms of the sustainability effects, both score well in terms of socio-economic effects, but score negatively in terms of environmental protection and use of natural resources. Option B fares relatively better in terms of environmental sustainability as it places an emphasis on complete development of brownfield development prior to any Greenfield sites being released for housing. This is, however, a short term benefit and is likely to result in the growth agenda not being met and social and economic improvements not being brought forward. Both Options are a great deal more preferable than the “do nothing” alternative which would leave development to the market, which will inevitably favour cheaper Greenfield land over re-use of brownfield sites and is less likely to include environmental mitigation measures and efforts to improve the social and economic performance of the area.

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Allocation of Major Urban Extensions				
SA/SEA Objective		Option A - Allocation two major urban extensions for the additional dwellings. (one urban extension to the north east of Corby and a possible other urban extension to the west of town)	Option B - Allocation of a larger number of small sites for housing.	Option C - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	--	○
2	To provide opportunities for all people to meet their housing needs	+	+	--
3	To improve the health and well being of the population and reduce health inequalities	○	○	○
4	To reduce crime and the fear of crime	+	+	○
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	+	○
6	To provide opportunities for the improvement of educational and achievement levels and skills	○	-	○
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-	○
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	-	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	-	-	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	-	-	+
11	To respond to climate change through reduced GHG emissions	-	-	+
12	To slow the rate of road traffic growth	-	-	○
13	To increase the proportion of journeys made by sustainable modes	+	-	-
14	To improve air quality	-	-	○
15	To maintain and improve the quality of ground and surface waters	-	-	○

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16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	-	-	○
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	○	+	○
18	To ensure the efficient use of minerals and primary resources	-	+	○
19	To promote an increase in energy generation from renewable sources	+	+	○
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	-	-	○
21	To promote increased employment levels and more diverse employment opportunities	+	+	-
22	To improve the vitality and viability of town and district centres	+	+	-

9.12 The preferred option (Option A) which would see an initial urban extension to the north east with an additional urban extension to the west of Corby prior to 2021 to accommodate the residual housing requirement for Corby to 2021 appears, on balance, to provide the most sustainable means of accommodating growth in comparison to Option B, which provides for a number of smaller extensions, and the “Do Nothing” scenario which could result in the additional growth not being accommodated, or provided through the market. Option A performs well across the economic and housing areas of the appraisal in comparison to the other options as it would result in a critical mass which could make sustainable public transport infrastructure and other facilities more viable; however, the permanent loss of the greenfield land to development would be detrimental in environmental terms, albeit with a relatively lessening effect over time.

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Housing Quality, Type and Mix				
SA/SEA Objective		Option A - Creation of balanced communities: mixed house types on housing sites	Option B - Allocation of sites specifically for certain types of housing	Option C - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-	--
2	To provide opportunities for all people to meet their housing needs	+	-	--
3	To improve the health and well being of the population and reduce health inequalities	+	+	O
4	To reduce crime and the fear of crime	+	-	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	-	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	+	O
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	O	O	O
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	O	O	O
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-	-
11	To respond to climate change through reduced GHG emissions	O	O	O
12	To slow the rate of road traffic growth	O	O	O
13	To increase the proportion of journeys made by sustainable modes	O	O	O
14	To improve air quality	O	O	O
15	To maintain and improve the quality of ground and surface waters	O	O	O
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	O	O	O
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	O	O	O

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18	To ensure the efficient use of minerals and primary resources	○	○	○
19	To promote an increase in energy generation from renewable sources	○	○	○
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	○	○	○
21	To promote increased employment levels and more diverse employment opportunities	++	++	-
22	To improve the vitality and viability of town and district centres	++	++	-

9.13 As the options relate to socio-economic issues, and will have marginal direct effects upon environment and resource protection, the majority of effects presented within the assessment have been neutral. Option A is judged to provide mainly positive, or significantly positive effects against the framework due to the socially advantageous nature of the proposal. The two other options fare less well, in particular the “Do Nothing” scenario (Option 3) which is likely to bring about few social benefits due to reliance upon the market forces and a lack of public sector intervention.

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Long Term Housing Requirements to 2031			
SA/SEA Objective		Option A – The Council will monitor housing completions within the plan period and review the need for additional housing allocations, considering the need to allocate land for further extension of the town.	Option B - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	0
2	To provide opportunities for all people to meet their housing needs	++	--
3	To improve the health and well being of the population and reduce health inequalities	0	0
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	0	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	-	-
11	To respond to climate change through reduced GHG emissions	-	--
12	To slow the rate of road traffic growth	-	--
13	To increase the proportion of journeys made by sustainable modes	+	--
14	To improve air quality	-	--
15	To maintain and improve the quality of ground and surface waters	-	--
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	-	--

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--
18	To ensure the efficient use of minerals and primary resources	0	0
19	To promote an increase in energy generation from renewable sources	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	0	0
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	++	-

9.14 The preferred option (Option A) performs well in comparison with the “Do Nothing” scenario, with mainly positive performance against the SA/SEA criteria. The option performs less well against the environmental criteria. However the assessment illustrates that by planning for long term growth negative aspects regarding environmental or resource depletion can be mitigated to an extent which would not otherwise be possible under a “Do Nothing” scenario.

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Regenerating Existing Housing Areas			
SA/SEA Objective		Option A – The council will prioritise revitalisation of Kingswood and Danesholme	Option B - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	O	O
2	To provide opportunities for all people to meet their housing needs	++	--
3	To improve the health and well being of the population and reduce health inequalities	++	--
4	To reduce crime and the fear of crime	++	--
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	--
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	O	O
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	O	O
12	To slow the rate of road traffic growth	O	O
13	To increase the proportion of journeys made by sustainable modes	O	O
14	To improve air quality	O	O
15	To maintain and improve the quality of ground and surface waters	O	O
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	O	O
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--
18	To ensure the efficient use of minerals and primary resources	O	O

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19	To promote an increase in energy generation from renewable sources	O	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	0
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	++	--

9.15 The preferred option, which would see the revitalisation of Kingswood and Danesholme housing estates regenerated in an approach, which would be phased in line with the growth objectives, has considerable social and economic benefits as the assessment has illustrated. The “Do Nothing” option would be undesirable and may compound social exclusion and polarisation of disadvantaged communities. The Option is not judged to have profound environmental implications, with the exception of improvements to the built environment brought about through regeneration initiatives.

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Traveller Accommodation			
SA/SEA Objective		Option A – Commitment of two sites at Gretton Brook Road for traveller accommodation, together with fair, reasonable, realistic and effective criteria within relevant policies for further suitable locations	Option B - Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	O	O
2	To provide opportunities for all people to meet their housing needs	++	--
3	To improve the health and well being of the population and reduce health inequalities	++	--
4	To reduce crime and the fear of crime	++	--
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	--
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	O	O
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	0	0
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	O	O
12	To slow the rate of road traffic growth	O	O
13	To increase the proportion of journeys made by sustainable modes	O	O
14	To improve air quality	O	O

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15	To maintain and improve the quality of ground and surface waters	0	0
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	0	0
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	0	0
18	To ensure the efficient use of minerals and primary resources	0	0
19	To promote an increase in energy generation from renewable sources	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	0	0
21	To promote increased employment levels and more diverse employment opportunities	0	0
22	To improve the vitality and viability of town and district centres	0	0

9.16 This option deals exclusively with the issue of traveller accommodation and proposes the safeguarding of two sites at Gretton Brook Road, together with “fair, reasonable, realistic, effective” criteria in policies for the identification of other traveller sites. This option has only social and cultural issues as far as the SA/SEA assessment is concerned and it is judged to have major positive connotations with regard to reducing social exclusion amongst traveller groups.

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Village and Rural Areas

Village Confines				
SA/SEA Objective		Option A – Consider the need to designate boundaries for Great Oakley, Rockingham and East Carlton and retain existing boundaries for remaining villages. Development within these boundaries should be confined to conversions and change of use, particularly employment generating uses	Option B – Allow some expansion of existing communities by redefining village boundaries	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	O	-	--
2	To provide opportunities for all people to meet their housing needs	-	+	+
3	To improve the health and well being of the population and reduce health inequalities	O	O	O
4	To reduce crime and the fear of crime	+	-	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	+	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	O	O	O
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	-	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	+	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	+	--
11	To respond to climate change through reduced GHG emissions	+	-	--
12	To slow the rate of road traffic growth	+	-	--
13	To increase the proportion of journeys made by sustainable modes	O	+	-
14	To improve air quality	+	-	--

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15	To maintain and improve the quality of ground and surface waters	O	-	--
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	O	-	--
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	+	--
18	To ensure the efficient use of minerals and primary resources	++	+	--
19	To promote an increase in energy generation from renewable sources	O	O	--
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	++	-	--
21	To promote increased employment levels and more diverse employment opportunities	++	++	-
22	To improve the vitality and viability of town and district centres	+	+	--

9.17 Two options for village confines are presented within the Options Report, one that examines the need to designate boundaries for Great Oakley , Rockingham and East Carlton and retaining existing boundaries for remaining village (Option A) and the other with some expansion of existing communities by redefining village boundaries (Option B), both of which are compared against a 'Do Nothing' option (Option C). The "Do Nothing" option was assessed as resulting in mainly negative effects for the majority of SA/SEA Objectives, apart from a single benefit in respect of meeting people housing needs. Both Option A and B offer a number benefits but Option A is significantly more beneficial than Option B with a wide range of positive effects across all the sustainability dimensions. Its only drawback is that this option is more limited in terms of providing opportunities for all people to meet their housing needs.

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Sustainable Communities - Rural Exception Sites for Affordable Housing				
SA/SEA Objective		Option A – Inclusion of a rural exception policy for affordable housing sites to meet local needs, and allow conversion of rural buildings. No specific sites put forward.	Option B – Consider suggested sites for affordable housing (not judged appropriate in absence of a housing market assessment)	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	-	--
2	To provide opportunities for all people to meet their housing needs	++	++	+
3	To improve the health and well being of the population and reduce health inequalities	+	+	0
4	To reduce crime and the fear of crime	0	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	++	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	+	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	++	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	++	--
11	To respond to climate change through reduced GHG emissions	+	+	--
12	To slow the rate of road traffic growth	+	+	--
13	To increase the proportion of journeys made by sustainable modes	0	+	-
14	To improve air quality	+	-	--
15	To maintain and improve the quality of ground and surface waters	0	0	--
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	0	0	--

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	++	--
18	To ensure the efficient use of minerals and primary resources	++	0	--
19	To promote an increase in energy generation from renewable sources	0	0	--
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	++	-	--
21	To promote increased employment levels and more diverse employment opportunities	++	+	-
22	To improve the vitality and viability of town and district centres	+	+	--

9.18 Option A involves inclusion of a rural exception policy for affordable housing sites to meet local needs, and allow conversion of rural buildings for employment and/or housing purposes if the need is established. This option will propose locations for affordable housing on the basis of findings of the ongoing housing market assessment study. Option B considers suggested sites for affordable housing, however, it is considered inappropriate at this stage before findings of the housing market assessment study become available. Option A and B are compared to a Do Nothing option. The assessment results for Options A and B are broadly comparable, but Option B fails to deliver positive effects for the following SA/SEA objectives: 1 (improvement of accessibility), 14 and 20 (air quality and reduction of the finite materials consumption). The business as usual scenario performs poorly against all the SA/SEA objectives offering either neutral or negative effects with the exception of Objective 2 (meeting housing needs), however, other options are scored higher in this respect.

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Conversion of Rural Buildings			
SA/SEA Objective		Option A – Conversion of farmyards and derelict agricultural buildings that are worthy of retention would be considered for employment and/or housing purposes once the need is established, subject to normal development control considerations, and other policies in the LDF.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	o
2	To provide opportunities for all people to meet their housing needs	+	-
3	To improve the health and well being of the population and reduce health inequalities	+	o
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	?	o
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	-	o
12	To slow the rate of road traffic growth	-	o
13	To increase the proportion of journeys made by sustainable modes	o	o

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14	To improve air quality	-	o
15	To maintain and improve the quality of ground and surface waters	?	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	?	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--
18	To ensure the efficient use of minerals and primary resources	?	o
19	To promote an increase in energy generation from renewable sources	+	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	o
21	To promote increased employment levels and more diverse employment opportunities	++	-
22	To improve the vitality and viability of town and district centres	+	o

9.19 The preferred option (A) to promote conversion of former agricultural uses to employment/housing uses performs well overall against the SA/SEA framework. In terms of the social and economic objects the option performs positively against all objectives. In terms of environment/natural resources the option performs less positively, although likely effects more prolifically deemed to be neutral or questionable rather than negative. The “Do Nothing” option would appear to perform less positively, particularly in terms of environment/natural resources where the effects are predominantly judged to be neutral. However in terms of the social and economic objectives the “Do Nothing” option is judged to have predominately negative effects.

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Provision of Small Scale Retail Development			
SA/SEA Objective		Option A – Support for small scale retail development and other facilities to meet local needs for each of the villages. Proposals involving the loss of existing village shops, post offices, or public houses will be resisted unless evidence can be provided to suggest that all reasonable efforts have been made to continue existing uses.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	--
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	0
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	-
13	To increase the proportion of journeys made by sustainable modes	+	-

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14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	o	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	o	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	-
18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	++	--

9.20 A policy to support local retail and service centre development within the rural area (Option A) performs well against the SA/SEA framework across all sub sections. It performs positively in terms of social and economic related objectives (1-7, 21 and 22), recording several strongly positive results. The option also performs positively against the environmental objectives (8-16), the main reasoning being that the option would reduce the need to travel. The option has generally neutral effects upon natural resources. In contrast the “Do Nothing” option (B) performs negatively in comparison, as this option is regarded as eroding the social and economic fabric of the villages, as well as increasing the need for local residents to travel outside of their village to access essential goods and services.

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Policy and Guidance			
SA/SEA Objective		Option A – The council will have regard to Parish Plans and Village Design Statements in formulation of policies for the villages. Parish Plans cannot be adopted as SPD unless developed in accordance with the 2004 Act. New design guidance will be prepared for the villages.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	o	o
2	To provide opportunities for all people to meet their housing needs	o	o
3	To improve the health and well being of the population and reduce health inequalities	o	o
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	o	o
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	--
11	To respond to climate change through reduced GHG emissions	o	o
12	To slow the rate of road traffic growth	o	o
13	To increase the proportion of journeys made by sustainable modes	o	o
14	To improve air quality	o	o

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15	To maintain and improve the quality of ground and surface waters	o	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	o	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--
18	To ensure the efficient use of minerals and primary resources	+	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	++	o
21	To promote increased employment levels and more diverse employment opportunities	+	o
22	To improve the vitality and viability of town and district centres	+	o

9.21 In terms of policy and guidance for villages and rural areas, the Preferred Options report advocates the use of Parish Plans and Village Design Statements for policy formulation by the Council (Option A) – this approach is compared against a ‘Do Nothing’ option (Option B) with the latter scoring poorly against almost all of the SA/SEA Objectives, which is effectively a reflection of the recognised need for empowering communities and increasing their self-sufficiency. Option A is therefore assessed as a clear preference, with particular benefits being identified in respect of reducing social exclusion and creating healthy, clean and pleasant environments (SA/SEA Objectives 5 and 7); improving the quality of the built environment and enhancing valuable and sensitive sites/buildings (SA/SEA Objectives 9 and 10); maximising opportunities to reuse previously developed land and buildings and reduction of finite materials consumption (SA/SEA Objectives 17 and 20). The preferred option will also benefit the local economy (SA/SEA Objectives 21 and 22).

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Town Centre and Retail

The Need for Additional Retail Growth				
SA/SEA Objective		Option A – Tightly defined Town Centre Boundary based upon stated criteria	Option B – Wider Boundary identified as Corby Central including Parkland Gateway, Mixed Use Precinct and Station Gateway	Option C – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-	○
2	To provide opportunities for all people to meet their housing needs	○	○	○
3	To improve the health and well being of the population and reduce health inequalities	○	○	○
4	To reduce crime and the fear of crime	+	-	○
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	○	○	○
6	To provide opportunities for the improvement of educational and achievement levels and skills	○	○	○
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	-	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	?	○
11	To respond to climate change through reduced GHG emissions	+	-	○
12	To slow the rate of road traffic growth	+	-	○
13	To increase the proportion of journeys made by sustainable modes	++	-	○
14	To improve air quality	++	--	○
15	To maintain and improve the quality of ground and surface waters	?	?	+
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	?	?	+

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--	0
18	To ensure the efficient use of minerals and primary resources	+	-	0
19	To promote an increase in energy generation from renewable sources	0	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-	0
21	To promote increased employment levels and more diverse employment opportunities	+	-	--
22	To improve the vitality and viability of town and district centres	++	-	--

9.22 The assessment indicates that the Option A offers a considerable number of benefits across all the dimensions of sustainability (Social: Objectives 1, 4 and 7; Environmental: Objectives 8-14, 17-18 and 20; Economic: Objectives 21-22). The “Do Nothing” scenario scores neutral overall and the Option B does not provide positive effects offered by the preferred option.

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‘Town Centre First’ Retail Provision			
SA/SEA Objective		Option A – Retail Development Supported Only in Town Centre	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	++	--
4	To reduce crime and the fear of crime	++	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	++	--
12	To slow the rate of road traffic growth	++	-
13	To increase the proportion of journeys made by sustainable modes	+	-
14	To improve air quality	++	--
15	To maintain and improve the quality of ground and surface waters	?	?
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	?	?
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	-
18	To ensure the efficient use of minerals and primary resources	+	-

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19	To promote an increase in energy generation from renewable sources	+	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	?	?
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	++	--

9.23 In terms of sustainability, it is clear from the summary assessment table that the Option A performs better than the 'Do Nothing' alternative. Significant economic benefits and a number of social improvements are identified. Concentrated retail development in the town centre also offers potential environmental benefits associated with nature protection and prudent use of natural resources, but these are subject to sustainable construction practice and sustainable transport policy.

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Retail Expansion				
SA/SEA Objective		Option A– Significant front loaded Growth in the Town Centre to reflect regeneration and growth requirements including an additional 29,000 sq m net of comparison floorspace by 2021, 12,000 sq m to be developed by 2011	Option B – Limited growth of Retail Floorspace based on the town centre maintaining its existing market share	Option C – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	+	0
2	To provide opportunities for all people to meet their housing needs	+	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-	-
4	To reduce crime and the fear of crime	++	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	0	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	0	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	?	-/+	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	?	+	0
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	?	+/-	0
11	To respond to climate change through reduced GHG emissions	+	0	-
12	To slow the rate of road traffic growth	++	0	-
13	To increase the proportion of journeys made by sustainable modes	-	0	-
14	To improve air quality	?	0	-
15	To maintain and improve the quality of ground and surface waters	?	0	+

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16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	?	0	+
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	0	-
18	To ensure the efficient use of minerals and primary resources	++	0	+
19	To promote an increase in energy generation from renewable sources	?	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	--	0	+
21	To promote increased employment levels and more diverse employment opportunities	++	-	--
22	To improve the vitality and viability of town and district centres	++	-	--

9.24 The table presents three options for retail expansion, the first one involves a significant growth in the Town Centre; the second represents growth based on the town centre maintaining its existing market share and the third one is a 'Do Nothing' option. The provision of intensive retail development within the town centre has high gains in terms of economic and social growth. The effects on the environment and natural resources are questionable: whilst all development is likely to lead to increased traffic growth and usage of natural resources the central location has the benefit of minimising the need to travel, reusing existing buildings, promoting sustainable travel modes, as well as reducing pressure for development in out of centre sites. Whilst the market growth (Option B) and "Do Nothing" scenarios (Option C) provide an opportunity to avoid some potential negative effects on the environment associated with development, the loss of economic and social growth will be significant and will undermine the wider growth plans for the wider area. It will however be important to ensure that all effects on the environment and natural resources are fully minimised and mitigated. .

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Image and Design of Town Centre			
SA/SEA Objective		Option A – to provide Area Action Plan for town centre and town centre masterplan	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-
2	To provide opportunities for all people to meet their housing needs	++	-
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	++	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	-
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	-
13	To increase the proportion of journeys made by sustainable modes	+	-
14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	?	0
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	-	-
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	?
18	To ensure the efficient use of minerals and primary resources	+	0

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19	To promote an increase in energy generation from renewable sources	+	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery		
21	To promote increased employment levels and more diverse employment opportunities	++	--
22	To improve the vitality and viability of town and district centres	++	--

9.25 In terms of sustainability, it is apparent from the summary assessment that Option A offers a considerably greater number of potentially beneficial effects than the 'Do Nothing' option. Particular benefits are evident in respect of the economic indicators (SA/SEA Objectives 21 and 22); indicators related to meeting the needs of the population (SA/SEA Objectives 1-7); improvements to the quality and appearance of the built environment (SA/SEA Objectives 9 and 10) and maximising opportunities of reusing previously developed land and buildings in accessible locations for beneficial development.

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The Need for New Facilities			
SA/SEA Objective		Option A – positively and proactively support a mix of uses and activities	Option B – do nothing and allow market forces to determine uses in town centre.
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	-
2	To provide opportunities for all people to meet their housing needs	++	O
3	To improve the health and well being of the population and reduce health inequalities	++	--
4	To reduce crime and the fear of crime	++	--
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	O
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	O
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	O
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	++	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	O
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	-
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	++	--
13	To increase the proportion of journeys made by sustainable modes	++	--
14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	?	?
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	+	?
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	++	--

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18	To ensure the efficient use of minerals and primary resources	++	-
19	To promote an increase in energy generation from renewable sources	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-
21	To promote increased employment levels and more diverse employment opportunities	++	0
22	To improve the vitality and viability of town and district centres	++	-

9.26 The assessment indicates that the provision of additional facilities and upgrading of the existing facilities offers a considerable number of beneficial effects and, in terms of sustainability, is preferable to the 'Do Nothing' option. Economic (SA/SEA Objectives 21 and 22); population needs (SA/SEA Objectives 1-7); and practically all environmental SA/SEA objectives perform well apart from Objective 15 where careful solutions are needed to mitigate/minimise possible negative effects; and Objective 19 where beneficial opportunities should be maximised.

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Access and Movement			
SA/SEA Objective		Option A – Reducing the amount of traffic and improving access for pedestrians and public transport	Option B – allow private vehicles to continue to move through the town centre
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	--
2	To provide opportunities for all people to meet their housing needs	○	○
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	○	○
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	○	○
6	To provide opportunities for the improvement of educational and achievement levels and skills	○	○
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	○	○
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	--
11	To respond to climate change through reduced GHG emissions	++	--
12	To slow the rate of road traffic growth	++	--
13	To increase the proportion of journeys made by sustainable modes	++	--
14	To improve air quality	++	--
15	To maintain and improve the quality of ground and surface waters	○	○
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	○	○
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial	○	○

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	development		
18	To ensure the efficient use of minerals and primary resources	+	--
19	To promote an increase in energy generation from renewable sources	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-
21	To promote increased employment levels and more diverse employment opportunities	++	-
22	To improve the vitality and viability of town and district centres	++	-

9.27 The preferred options report presents two options for access and movement in the town centre, one of which aims to reduce the amount of traffic and improving access for pedestrians and public transport (Option A); the other involves allowing vehicles to continue to move through the town centre, which is effectively a 'Do Nothing' option (Option B). Overall Option A is assessed as resulting either in positive or neutral effects whilst Option B may lead to neutral and negative effects. Option A is especially strong in supporting such SA/SEA Objectives: 1 and 7 (Social), 9-14 (Environment) and 21-22 (Economic).

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Parking			
SA/SEA Objective		Option A – Provide sufficient level of car parking to meet existing and future demand	Option B – Do nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	-	○
2	To provide opportunities for all people to meet their housing needs	○	○
3	To improve the health and well being of the population and reduce health inequalities	-	○
4	To reduce crime and the fear of crime	-	○
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	○	○
6	To provide opportunities for the improvement of educational and achievement levels and skills	○	○
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	-	○
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	○	○
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	○	○
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	○	○
11	To respond to climate change through reduced GHG emissions	-	○
12	To slow the rate of road traffic growth	-	○
13	To increase the proportion of journeys made by sustainable modes	-	○
14	To improve air quality	-	○
15	To maintain and improve the quality of ground and surface waters	○	○
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	○	○
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	○	○

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18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	-	o
21	To promote increased employment levels and more diverse employment opportunities	o	o
22	To improve the vitality and viability of town and district centres	+	-

9.28 The preferred option report presents two parking options in the town centre, one of which aims to provide sufficient level of car parking to meet existing and future demand (Option A); the other being a business as usual scenario (Option B). The assessment indicates that whilst Option B scores generally neutral, the preferred Option A is likely to result in a number of negative effects: Social (Objectives 1, 3-4), Environmental (Objectives 11-14 and 20). It is disputable if economic gains associated with Option A (Objective 22) are sufficient to offset negative effects without undermining the sustainability of the development.

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Retail Hierarchy				
SA/SEA Objective		Option A – Shopping Hierarchy comprising Corby Town Centre as sub regional centre and a series of local centres	Option B – Inclusion of smaller centres not meeting the definition of local centres	Option C – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	○	○	○
2	To provide opportunities for all people to meet their housing needs	○	○	○
3	To improve the health and well being of the population and reduce health inequalities	○	○	○
4	To reduce crime and the fear of crime	○	○	○
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	++	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	○	○	○
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	++	○
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	○	○	○
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	++	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	○	○	○
11	To respond to climate change through reduced GHG emissions	○	○	○
12	To slow the rate of road traffic growth	○	○	○
13	To increase the proportion of journeys made by sustainable modes	○	○	○
14	To improve air quality	○	○	○
15	To maintain and improve the quality of ground and surface waters	○	○	○
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	○	○	○
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial	○	○	○

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	development			
18	To ensure the efficient use of minerals and primary resources	o	o	o
19	To promote an increase in energy generation from renewable sources	o	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o	o
21	To promote increased employment levels and more diverse employment opportunities	+	+	o
22	To improve the vitality and viability of town and district centres	++	++	-

9.29 The Site Allocations of Land preferred Option Report presents two main options for shopping hierarchy – defining a hierarchy of centres in accordance with PPS6 comprising Corby Town Centre as sub regional centre and a series of local centres (Option A) and inclusion of smaller centres not meeting the definition of local centres (Option B), both of which are compared to a Do Nothing option. In terms of social gains (reduction of social exclusion; improving equality of opportunity amongst social groups; promote a sense of community and creating pleasant environments) Option B offers more opportunities than Option A. Equal economic gains and enhancement of the quality of the built environment are associated with Options A and B. Option C does not provide any benefits at all.

Sustainability Appraisal Report

Retail Warehousing				
SA/SEA Objective		Option A – Not to allow additional retail warehousing that would undermine the town centre's redevelopment	Option B – To allow additional warehousing in extension to Phoenix Park	Option C – to allow retail warehousing on new out of centre sites
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-	-
2	To provide opportunities for all people to meet their housing needs	○	○	○
3	To improve the health and well being of the population and reduce health inequalities	○	○	○
4	To reduce crime and the fear of crime	○	○	○
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	○	○	○
6	To provide opportunities for the improvement of educational and achievement levels and skills	○	○	○
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	++	○	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	○	○
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	○	○
11	To respond to climate change through reduced GHG emissions	+	-	-
12	To slow the rate of road traffic growth	+	-	-
13	To increase the proportion of journeys made by sustainable modes	++	--	--
14	To improve air quality	+	-	-
15	To maintain and improve the quality of ground and surface waters	○	○	○
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	○	○	○
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial	+	○	+

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	development			
18	To ensure the efficient use of minerals and primary resources	o	o	o
19	To promote an increase in energy generation from renewable sources	o	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-	-
21	To promote increased employment levels and more diverse employment opportunities	o	o	o
22	To improve the vitality and viability of town and district centres	++	--	--

9.30 The DPD considers three options for retail warehousing – Option A involves not allowing additional retail warehousing until town centre has developed, Option B allows additional warehousing in extension to Phoenix Park and Option C allows retail warehousing on new out of centre sites. Whilst Option B and C generally score neutrally or negatively, Option A clearly offers a number of gains in all sustainability dimensions: social (SEA/SA Objectives 1 and 7), environmental (SEA/SA Objectives 8-13 for environmental protection and SEA/SA Objectives 14, 17 and 20 for prudent natural resources use) and economic (SEA/SA Objective 22).

Sustainability Appraisal Report

New Local Centres			
SA/SEA Objective		Option A – New Local Centres developed where need is demonstrated	Option B – Do nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	0
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	0	0
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	0	0
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	0	0
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	-
13	To increase the proportion of journeys made by sustainable modes	0	0
14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	0	0
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	0	0
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	0	0
18	To ensure the efficient use of minerals and primary resources	0	0

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19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	o	o
22	To improve the vitality and viability of town and district centres	o	+

9.31 In terms of sustainability, it is apparent from the summary assessment that Option A offers a greater number of potentially beneficial effects than the 'Do Nothing' option. Particular benefits are evident in respect of tackling social exclusion and creating healthy, clean and pleasant environments (SA/SEA Objectives 5 and 7); enhancing the built environment quality and slowing the rate of road traffic growth and positive side-off effects of this process (e.g. GHG emissions reductions). Option B has the potential to contribute to the improvement of the vitality and viability of town and district centres.

Sustainability Appraisal Report

Other Forms of Retailing			
SA/SEA Objective		Option A – Other forms of retailing of an appropriate scale located near to local centres or industrial estates allowed, when they can demonstrate the need and do not adversely affect the strategy or undermine the vitality or viability of easily accessible locations	Option B – No restriction upon other forms of retailing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	0
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	0	0
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	0	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	0	0
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	0	0
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	0	0
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	-
13	To increase the proportion of journeys made by sustainable modes	+	-
14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	0	0

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16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	0	0
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	-
18	To ensure the efficient use of minerals and primary resources	0	0
19	To promote an increase in energy generation from renewable sources	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	0	0
21	To promote increased employment levels and more diverse employment opportunities	+	+
22	To improve the vitality and viability of town and district centres	++	--

9.32 Two options are presented for other forms of retailing comprising Option A, which is based on the need to concentrate new retail development within the town centre and allows other forms of retailing imposing certain restrictions and Option B, which does not impose any restrictions upon other forms of retailing. In terms of sustainability, it is apparent from the summary assessment that Option A offers a greater number of potentially beneficial effects than Option B. The first option particularly outweighs the second in terms of environmental gains (SA/SEA Objectives 8, 11-14 and 17); and economic benefits (improvement of the vitality and viability of town and district centres).

Sustainability Appraisal Report

Street Market			
SA/SEA Objective		Option A – A New site for the street market developed and fully integrated into the town centre	Option B – no site for street market
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	o	o
2	To provide opportunities for all people to meet their housing needs	o	o
3	To improve the health and well being of the population and reduce health inequalities	o	o
4	To reduce crime and the fear of crime	o	o
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	o	o
6	To provide opportunities for the improvement of educational and achievement levels and skills	o	o
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	o	o
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	--
11	To respond to climate change through reduced GHG emissions	o	o
12	To slow the rate of road traffic growth	o	o
13	To increase the proportion of journeys made by sustainable modes	o	o
14	To improve air quality	o	o
15	To maintain and improve the quality of ground and surface waters	o	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	o	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	o	o

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18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	+	--
22	To improve the vitality and viability of town and district centres	++	--

9.33 The Preferred Options report presents two options for street markets, one of which involves the development of a new site for the street market and its full integration into the town centre (Option A); the other being a 'Do Nothing' option (Option B). The first option has been assessed as offering beneficial effects in creating healthy, clean and pleasant environments (SA/SEA Objective 7); enhancing the quality of the built environment and protecting sensitive sites/building (SA/SEA Objectives 9 and 10), and in improving the local economy (SA/SEA Objectives 21-22). The second option scores neutrally and negatively across all the sustainability indicators.

Sustainability Appraisal Report

Open Space, Sport and Recreation Facilities

Open Space, Sport and Recreation Facilities			
SA/SEA Objective		Option A – To adopt the standards proposed in PMP Open Space strategy which seek to protect open space and recreation sites based on quantity, accessibility and quality	Option B – Do nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	++	--
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	++	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	--
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	-
13	To increase the proportion of journeys made by sustainable modes	0	0
14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	0	0
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	0	0

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	-
18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	o	o
22	To improve the vitality and viability of town and district centres	o	o

9.34 The criteria based policy approach to open space protection is judged to respond positively against the SA/SEA objectives. However, the approach fails to identify any specific sites and the growth agenda is likely to bring about a loss in current open space levels. Nevertheless, Option A performs well in terms of Social Progress objectives, particularly in comparison to a “Do Nothing” scenario, which would result in a market led approach to open space provision. The option is neutral in terms of the majority of environmental, resource and economic objectives.

Sustainability Appraisal Report

Community Facilities and Services

Community Facilities – Developer Contributions			
SA/SEA Objective		Option A – CBC to support NN-wide SPD on developer contributions and continue to place a requirement upon developers to provide Corby-specific facilities.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-
2	To provide opportunities for all people to meet their housing needs	+	-
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	+	-
12	To slow the rate of road traffic growth	+	-
13	To increase the proportion of journeys made by sustainable modes	+	-
14	To improve air quality	+	-
15	To maintain and improve the quality of ground and surface waters	+	-
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	+	-

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	-
18	To ensure the efficient use of minerals and primary resources	+	-
19	To promote an increase in energy generation from renewable sources	+	-
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	-
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	+	-

9.35 The emphasis upon enforcing developer requirements performs well across the appraisal, with potential improvement against all criteria; in comparison to potential negative effects should developer contributions not be enforced.

Sustainability Appraisal Report

Utilities Infrastructure			
SA/SEA Objective		Option A –To develop the Site Specific Proposals DPD in order to identify the provision of sites for Sewerage Treatment Works (STW) and for two electricity substations.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	0
2	To provide opportunities for all people to meet their housing needs	++	--
3	To improve the health and well being of the population and reduce health inequalities	0	0
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	0	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	0	0
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	0
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	0	0
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	0	0
11	To respond to climate change through reduced GHG emissions	0	0
12	To slow the rate of road traffic growth	0	0
13	To increase the proportion of journeys made by sustainable modes	0	0
14	To improve air quality	0	0
15	To maintain and improve the quality of ground and surface waters	++	-
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	++	-
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial	0	0

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	development		
18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	++	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	o	o
22	To improve the vitality and viability of town and district centres	o	o

9.36 The effect of utilities infrastructure development against the majority of criteria is minimal, with neutral scoring against seventeen of the 22 criteria. The option is judged to have major positive impacts with regard to objectives number two, as it is judged essential in the housing supply process to provide appropriate infrastructure, as well as objectives 15 and 16, relating to ground water and water efficiency where appropriate utilities infrastructure will be essential to maximise sustainability. The potential for minor negative impacts was judged to occur in the protection of habitats.

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Education			
SA/SEA Objective		Option A –CBC to work with NCC to identify a suitable location for the required new secondary school, having regard to locations of new housing development. CBC will continue have regard to NCC adopted SPG on Planning Obligations and LEA school provision when negotiating with housing developers.	Option B – Do Nothing/Not implement NCC SPG
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	-
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	++	--
6	To provide opportunities for the improvement of educational and achievement levels and skills	++	--
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	0	0
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	0	0
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	?	-
12	To slow the rate of road traffic growth	?	--
13	To increase the proportion of journeys made by sustainable modes	?	--

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14	To improve air quality	?	--
15	To maintain and improve the quality of ground and surface waters	o	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	?	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	o
18	To ensure the efficient use of minerals and primary resources	+	o
19	To promote an increase in energy generation from renewable sources	+	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	+	o
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	o	o

9.37 The preferred policy approach seeks to identify a suitable location for a new secondary school, having particular regard to the location of new housing development. Whilst the principles of this policy approach perform positively against the majority of the social and economic SA/SEA objectives (1-7, 21 and 22), the likely effects upon the environment and natural resources (8-20) are regarded in the main to be questionable as the preferred option does not include provision for school travel modes, likely site for the school (brownfield or greenfield) and means of construction. However, against the do nothing scenario, the option performs well as it does, nevertheless, include a proactive policy approach to educational provision in the Borough, which will reflect the needs of the population.

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Transport			
SA/SEA Objective		Option A –Plan to support Core Strategy by promoting development on locations either served by public transport, pedestrian and cycle links. Council will press for a number of required road improvements and the provision of passenger rail.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	--
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	-
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	0	0
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	0	0
11	To respond to climate change through reduced GHG emissions	++	--
12	To slow the rate of road traffic growth	++	--
13	To increase the proportion of journeys made by sustainable modes	++	--
14	To improve air quality	++	--
15	To maintain and improve the quality of ground and surface waters	0	0
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	0	0

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	0	0
18	To ensure the efficient use of minerals and primary resources	0	0
19	To promote an increase in energy generation from renewable sources	++	--
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	++	--
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	+	-

9.38 The preferred approach (Option A) performs well against the majority of appraisal criteria, particularly the protection of the environment objectives 11-13 and natural resource objectives 11, 19 and 20, due to the approach in the main targeted at reducing the need for car travel, particularly in comparison to Option B – “Do nothing”.

Sustainability Appraisal Report

Burial Land			
SA/SEA Objective		Option A - The Council will allocate additional land for burial plots within the site specific allocations development plan document if current investigations identify a requirement.	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	0
2	To provide opportunities for all people to meet their housing needs	0	+
3	To improve the health and well being of the population and reduce health inequalities	0	0
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	+	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	+	+
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	+	?
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	0
11	To respond to climate change through reduced GHG emissions	0	0
12	To slow the rate of road traffic growth	0	0
13	To increase the proportion of journeys made by sustainable modes	0	0
14	To improve air quality	0	0
15	To maintain and improve the quality of ground and surface waters	+	-
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	+	-

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17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	?
18	To ensure the efficient use of minerals and primary resources	0	0
19	To promote an increase in energy generation from renewable sources	0	0
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	0	0
21	To promote increased employment levels and more diverse employment opportunities	0	+
22	To improve the vitality and viability of town and district centres	0	0

9.39 The preferred approach (Option A) is assessed to have either positive or neutral outcomes, with no negative effects against the SA/SEA objectives.

Sustainability Appraisal Report

Environment

Natural Environment			
SA/SEA Objective		Option A – Carry forward existing nature conservation designations within the current Local Plan except for Stanion Lane Plantation, which will be redesignated for employment land. As mitigation for this development, provide 70 ha. of green spaces	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	+	0
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	0
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	+	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	-	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	-	--
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	-	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	+	-
11	To respond to climate change through reduced GHG emissions	0	0
12	To slow the rate of road traffic growth	0	0
13	To increase the proportion of journeys made by sustainable modes	0	0
14	To improve air quality	0	0
15	To maintain and improve the quality of ground and surface waters	+	0

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16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	o	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	o	o
18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	o	o
22	To improve the vitality and viability of town and district centres	o	o

9.40 Overall the preferred approach (Option A) performs positively against the SA/SEA objectives, particularly with regard to social progress (Objectives 1, 3, 5 and 6). The approach performs less well in terms of environmental protection as it advocates a net loss of green spaces with 70ha put forward to mitigate the 84ha loss at Stanion Lane. However it is observed that this potentially negative conclusion is offset by the “Do Nothing” scenario, which would result in much greater losses in green spaces.

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Green Infrastructure			
SA/SEA Objective		Option A – To Consider a number of identified multifunctional green spaces as Green Infrastructure Routes set within and contributing to high quality natural and built environment, providing the opportunity to link existing and future development sites in accordance with the North Northamptonshire Green Infrastructure Strategic Framework Study	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	++	-
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	++	-
4	To reduce crime and the fear of crime	0	0
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	0	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	0	0
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	-
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	++	-
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	-
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	-
11	To respond to climate change through reduced GHG emissions	++	-
12	To slow the rate of road traffic growth	++	-
13	To increase the proportion of journeys made by sustainable modes	++	-
14	To improve air quality	++	-

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15	To maintain and improve the quality of ground and surface waters	+	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	o	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	+	o
18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	o	o
22	To improve the vitality and viability of town and district centres	o	o

9.41 The preferred Option for Green Infrastructure performs well against the SA/SEA objectives, particularly those regarding the effective protection of the environment, which the Green Infrastructure approach is judged to have significant benefits towards. There are also a number of Social Progression (1, 3 and 7) and Natural Resource (8-13) objectives which the preferred option is judged to be positively compliant with.

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Built Environment			
SA/SEA Objective		Option A – Four parts to preferred option: General policy to support SAMs; Review of design policy to provide up to date guidance for the villages; ongoing appraisal of existing conservation areas and the designation of additional conservation areas; and a strategic approach to public art	Option B – Do Nothing
1	To improve accessibility and transport links for all modes between residential areas and key services and employment areas	0	0
2	To provide opportunities for all people to meet their housing needs	0	0
3	To improve the health and well being of the population and reduce health inequalities	+	-
4	To reduce crime and the fear of crime	+	-
5	To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	0	0
6	To provide opportunities for the improvement of educational and achievement levels and skills	+	-
7	To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	++	--
8	To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	0	0
9	To maintain and enhance the quality and distinctiveness of the landscape and the built environment	++	--
10	To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	++	--
11	To respond to climate change through reduced GHG emissions	0	0
12	To slow the rate of road traffic growth	0	0
13	To increase the proportion of journeys made by sustainable modes	0	0

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14	To improve air quality	o	o
15	To maintain and improve the quality of ground and surface waters	o	o
16	To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	o	o
17	To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	?	o
18	To ensure the efficient use of minerals and primary resources	o	o
19	To promote an increase in energy generation from renewable sources	o	o
20	To reduce the consumption of finite materials and increase re-use, recycling and recovery	o	o
21	To promote increased employment levels and more diverse employment opportunities	+	-
22	To improve the vitality and viability of town and district centres	+	-

9.42 The approach, which endorses a number of policies that will protect the environment and built features, performs particularly well against objectives 7,9 and 10, all of which reflect enhancement or protection of the environment. The effects of such an approach on bringing forward previously developed sites was raised as questionable due to the possibility that protective policies such as conservation area designation may affect the ability of previously developed sites and buildings to be brought forward. The approach is also judged to have positive implications for economic growth and employment.

10. ASSESSMENT OF PLAN POLICIES

- 10.1 Draft plan policies are set out in the Corby Site Specific Proposals DPD as preferred options for the policy areas, as outlined in the preceding section of this report. The preferred options include a combination of proposals, some of which are applicable across the Plan area and others that are site specific. Where it is not clear precisely how the policy is to be applied, for the purposes of assessment it has therefore been assumed that policies are applicable across the whole of the Plan area boundary.
- 10.2 Table 10.1 details the policies that have been assessed, arranged according to policy areas. All plan policies have been assessed, with the exception of the Sustainable Development policy area, for the reasons outlined in paragraph 9.3 above.

Table 10.1 – Draft DPD Policies

Policy Area	Policy/Development Principles	Assumed Scale
1 Economy and Employment	<p>Allocation of sites for a variety of business uses to include business development, education and training, Information Technology and telecommunications, serving as a stimulus to achieving a balance between employment and housing development.</p> <p>Allocations to meet growth targets set out in MKSM, as follows, securing diversification of Corby's economy, attracting higher value added activities and encouraging investment in the town:</p> <ul style="list-style-type: none"> • 14,000 new jobs to 2021; • A further 8,000 new jobs between 2022 and 2031. <p>The preferred option aims to build on Corby's strengths as an established and successful distribution centre, whilst encouraging diversification by allocating land in prime locations for office development. The aim is to create a balanced and long term beneficial land use portfolio, with a maximum of 70% representation of all allocations for B8 (storage and distribution) uses. In addition, land released from car storage purposes will be retained in employment use.</p> <p>Site specific proposals create a combined allocation of 175.6 ha. of employment land. A policy will be developed to require developers to submit a master plan with a maximum of 70% B8 representation (the remainder being B1 or B2) as part of</p>	Covers the whole Borough.

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Policy Area	Policy/Development Principles	Assumed Scale
	<p>any application to develop the allocated employment sites, which are as follows:</p> <p>General Industry (B2) – 11.12 ha.</p> <ul style="list-style-type: none"> • E1 – North and South of Sondes Road – 10.22ha. • E2 – Weldon Stone Quarry – 0.9ha. <p>Strategic Distribution (B8) – 80.62 ha.</p> <ul style="list-style-type: none"> • E3 – Stanion Lane Plantation – 42ha. • E4 – Phoenix Parkway – 11.02ha. • E5 – North of Birchington Road – 21.7ha. • E15 – St James Industrial Estate – 5.9ha. <p>Business Offices (B1) and/or General Industry (B2) – 34.55 ha.</p> <ul style="list-style-type: none"> • E3 – Stanion Land Plantation – 18.0 ha. • E4 – Phoenix Parkway – 4.72 ha. • E5 – North of Birchington Road – 9.3 ha. • E15 – St James Industrial Estate – 2.53 ha. <p>Office (B1) – 39.42 ha.</p> <ul style="list-style-type: none"> • E7 – Seymour Plantation – 11.00ha. • E8 – CDC Plots, Oakley Hay – 1.00ha. • E9 – Site opposite former railway station – 0.26 ha. • E10 – Former Community College Site between Oakley Road and Cottingham Road – 10.90 ha. • E11 – Bangrave Road – Weldon – 1.70ha. • E12 – Oakley Hay – 1.3 ha. • E13 – Former railway station yard – 3.06 ha. • E17 – Priors Hall – 9.1 ha. • E14 – Site between A6003 and J11 Southern Gateway – 1.1 ha. <p>Mixed Use Development Sites – 10.8 ha.</p> <ul style="list-style-type: none"> • Southern Gateway, Oakey Hay – 5.17 ha. • The Enterprise Centre, Cockerell Road – 5.63 ha. 	
2	Housing	Allocation of a range of sites to meet the strategic housing requirement of 16,800 additional dwellings in the period 2001 to 2021. Planning policies to recognise the need for a mix of housing types and avoidance of large areas of housing of
		Covers the whole Borough.

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Policy Area	Policy/Development Principles	Assumed Scale
	<p>similar characteristics; set minimum housing densities; require for at least 20% of affordable housing to be provided on new sites; and detail the circumstances under which off site contributions may be acceptable in lieu of on-site provision of affordable housing.</p> <p>The sequential approach to the development of sites is favoured; however, the requisite scale of growth cannot be satisfied through the development of brownfield sites alone, therefore allocations include urban greenfield and sustainable urban extension proposals.</p> <p>Site specific allocations are summarised as follows:</p> <p>Previously allocated sites to be carried forward (1,183 dwellings)</p> <ul style="list-style-type: none"> • Land off Occupation Road – 24 dwellings • Pytchley Court – 11 dwellings • Pen Green Lane – 28 dwellings • Garden Centre, Gainsborough Road – 13 dwellings • West of Stanion – 970 dwellings • Off Stanion Lane – 22 dwellings • Oundle Road – 43 dwellings • Chapel Road – 15 dwellings • Off Corby Road – 57 dwellings <p>Brownfield Sites (548 dwellings)</p> <ul style="list-style-type: none"> • Weldon Road former garage site – 12 dwellings @ 50dph • North of Cottingham Road – 53 dwellings @ 40dph • Former Council Depot, Cottingham Road – 43 dwellings @ 40dph • Former Bean field School – 128 dwellings @ 50dph • Studfall Road ex-depot and community centre – 38 dwellings @ 50dph • Rockingham Road – builders yard – 37 dwellings @ 50dph • Rockingham Road – 168 @ 50dph • Fiat Garage, Rockingham Road – 24 dwellings • Earlstrees, Brunel Road – 45 @ 50dph <p>Greenfield Sites (819 dwellings)</p> <ul style="list-style-type: none"> • Oakley Vale – 330 dwellings @ 30dph 	

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Policy Area	Policy/Development Principles	Assumed Scale
	<ul style="list-style-type: none"> • West Glebe allotments – 105 dwellings @ 40dph • South of Occupation Road – 29 dwellings @ 40dph • Larratt Road – 40 dwellings @ 50dph • West of Larratt Road allotment gardens – 12 dwellings @ 40dph • Land to the south of Headway – 188 dwellings @ 35dph • South of Copenhagen Road, south of Bambug Close and north of Great Folds Road – 115 dwellings @ 30-40dph <p>In addition to the above, total housing requirements to be met through inclusion of the following:</p> <ul style="list-style-type: none"> • Sites >9 dwellings identified in the Urban Capacity Study (UCS) – 80 dwellings • Additional UHCS sites without site-specific allocation – 775 dwellings • Windfall sites – 340 dwellings • Town centre development (set out in AAP) – 510 dwellings • Oakley Vale density increase – 500 dwellings • Priors Hall – 4,280 dwellings <p>The needs for traveller accommodation are also considered in the DPD – these are to be addressed through the provision of a North Northamptonshire-wide policy within the Core Spatial Strategy. The wording of this policy will be formulated following completion of a Housing Needs Assessment to be commissioned by the four authorities in the North Northamptonshire area. An additional site at Gretton Brook Road has received in-principle support from the Council for use on both a permanent and ‘stopping places’ basis.</p>	
3	<p>Urban Extensions</p> <p>The DPD envisages a requirement for an initial urban extension to the north east of Corby. Following completion of this site, it has been recognised that there will be a need to accommodate an addition 3,934 dwellings to 2021 and, as such, an additional urban extension site is identified to the west of Corby.</p> <p>The urban extension approach is favoured as it offers the scope to support a range of community facilities including a primary and/or secondary school and health and community facilities. The proposal is therefore as follows:</p> <ul style="list-style-type: none"> • Land to the north east of Corby on the Priors Hall site, to be subject to an AAP 	Site Specific

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Policy Area	Policy/Development Principles	Assumed Scale
	<ul style="list-style-type: none"> Land to the west of Corby, to be subject to an AAP 	
4 Villages and Rural Areas	<p>Corby Borough contains the following rural settlements:</p> <p>Limited Development Villages</p> <ul style="list-style-type: none"> Gretton Weldon <p>Restraint Villages</p> <ul style="list-style-type: none"> Rockingham <p>Restricted Infill Villages</p> <ul style="list-style-type: none"> Great Oakley East Carlton Cottingham Middleton Stanion <p>The rural areas around Corby contain the majority of the Borough’s Conservation Areas and listed buildings – they therefore represent the Borough’s principal historic built resource.</p> <p>The proposed policy approach does not envisage that the villages and rural areas should play a significant part in accommodating planned growth in order to secure protection of the countryside and the character of rural settlements. As such, there is only one employment allocation within the rural area; and housing allocations are likely to be limited to conversions and the provision of affordable housing, including a rural exception sites policy, which is to be identified following the completion of a housing market assessment by the JPU.</p> <p>Consider the designation of village boundaries for Great Oakley; Rockingham; and East Carlton – within these boundaries conversion of buildings to employment generating uses will be supported and conservation principles will be applied. Local centres in villages are also to be defined under the town centre and retail policies of the DPD. Provision of small scale retail development to meet local needs is also proposed for Gretton; Weldon; and Great Oakley.</p>	Covers the whole Borough.

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Policy Area	Policy/Development Principles	Assumed Scale
<p>5 Town Centre and Retail</p>	<p>Transformation of the town centre in accordance with the preferred masterplan (illustrative material below copied from AAP (DPD) produced as a draft for discussion in Jan 06 by EDAW). To include improvements to access and movement, open spaces, urban structures and mixed uses.</p> <p>The preferred approach seeks to consolidate the retail core and strengthen the quality of the shopping offer, adopting a ‘town centre first’ principle to the provision of retail floorspace. It will also create a multi-layered town centre – a place to work, live and play in which its citizens can take pride. The masterplan renews the relationship between the built form of the town and its existing parks and open spaces whilst strengthening the concept of the central avenue and improved north-south connectivity. Three distinct activity hubs are identified as locations for an intensification of uses to generate movement around the town.</p> <p>The DPD includes a commitment to achieving a mix of retail, housing, leisure and cultural activities within the town centre area. Proposals are to be supported by a transport and access strategy that will provide central routes for the exclusive use of buses and taxis; as well as increasing opportunities for car parking within the central area through a combination of residential off-street provision and new car parks (including multi-storey, rooftop and undercroft).</p> <p>A retail hierarchy for the town centre is proposed, as follows:</p> <ul style="list-style-type: none"> • Primary Shopping Area – to contain a high proportion of retail uses within a defined Primary Shopping Area (PSA) • Primary and Secondary Frontages – adjacent to the PSA, a more flexible approach to usage will be adopted, allowing for greater diversity. <p>Together, these areas are to provide the focus for retail development to meet the specified growth targets:</p> <p>Convenience Floorspace Requirement</p> <ul style="list-style-type: none"> • 950 m² net by 2006 • 2050 m² net by 2011 • 3600 m² net by 2016 • 5200 m² net by 2021 <p>Comparison Floorspace Requirement (to include a new department store to replace Willow Place)</p> <ul style="list-style-type: none"> • 12,000 m² net by 2011 • 29,000 m² net by 2021 <p>Retail Warehouse Floorspace Requirement (unclear</p>	<p>Covers the whole town centre core.</p> <p>Covers the whole Borough.</p>

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Policy Area	Policy/Development Principles	Assumed Scale
	<p>whether this will be met through existing or new provision)</p> <ul style="list-style-type: none"> • 4,300 m² net by 2011 • 8,900 m² net by 2016 • 14,200 m² net by 2021 <p>This is set within the context of a wider retail hierarchy for the Borough, as follows:</p> <ul style="list-style-type: none"> • Sub Regional Centre – Corby Town Centre: the principal shopping centre which functions as the primary service centre, providing a range of facilities and services, including a street market; • District Centres – none identified: to comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library; • Local Centres – Oakley Vale; Danesholme; Greenhill Rise; Farmstead Road; Pytchley Court; Welland Vale; Occupation Road; Studfall Avenue; Corby Old Village; Rockingham Road South; Willow Brook; Burghley Drive; Weldon village centre; Gretton village centre; and to support urban extensions: to include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. • Out of Centre Retail Park – Phoenix Parkway to be limited to bulky goods retail warehousing subject to set limits and the sequential test. 	
6	<p>Open Space, Sport and Recreation Facilities</p> <p>Following completion of the Corby Open Space, Sport and Recreation Study, the intention is to adopt the standards proposed for each of the recognised types of open space (parks and gardens; natural and semi-natural greenspace; amenity greenspace; provision for children and young people; outdoor sports facilities; indoor sports facilities; allotments; cemeteries and churchyards; and green corridors):</p> <ul style="list-style-type: none"> • A quantity standard (as area per 1,000 population) with some distinctions between the town and rural areas for certain categories; • An accessibility standard (as minimum walking time from facility with minimum distance equivalent) • A quality vision (in the form of a statement) <p>Specific points to note are as follows:</p>	Covers the whole Borough.

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Policy Area	Policy/Development Principles	Assumed Scale
	<ul style="list-style-type: none"> • The majority of amenity greenspace is to be protected and enhanced; however, further work will be undertaken to identify sites of low current value, which should be considered for improvement, re-designation or disposal; • Further demand analysis is recommended for allotments where a nominal deficiency has been identified; <p>It is recommended that a supplementary planning document be prepared.</p>	
7 Community Facilities and Services	<p>The DPD supports the provision of a North Northamptonshire-wide Supplementary Planning Document in respect of developer contributions. This will include contributions for education (with reference to adopted SPG), to include provision for the development of a new secondary school.</p> <p>Infrastructure is to be addressed through policies relating to the following:</p> <ul style="list-style-type: none"> • The need to identify sites for the provision of sewerage treatment works and electricity sub-stations; • The use of s106 agreements to obtain developer contributions for the provision of renewable energy source development; • To require s106 developer contributions are made in a structured manner that ensures strategic utility provision is made, whilst being fair and proportionate to the individual developer; • The development of SuDS policy. <p>Transport contributions will be sought in accordance with the CSS strategy as appropriate, with particular emphasis being placed on: the need for key developments to be sited in locations currently or proposed to be well-served by public transport; the implementation of necessary road improvements including the: realignment and dualling of the A6003; improvements to the A6116; dualling of the A43 Corby Link Road; improvements to the A14; and the need to secure the provision of a passenger railway station and service in Corby Town Centre.</p>	Covers the whole Borough.
8 Environment	<p>Existing nature conservation designations are to be incorporated into the DPD, with the exception of Stanion Lane Plantation, which is to be re-designated as an employment site, compensated by mitigation to create an additional 70ha green space.</p> <p>Consideration is to be given to the designation of the following as green infrastructure routes to link existing and proposed development sites:</p> <ul style="list-style-type: none"> • Sub Regional 	Covers the whole Borough.








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Policy Area	Policy/Development Principles	Assumed Scale
	<ul style="list-style-type: none"> • Jurassic Way • Willow Brook (link to Priors Hall) • Harper's Brook <p>Local Corridors</p> <ul style="list-style-type: none"> • Stoke Albany – Little Albany • Geddington – Stanion • Stanion Deene Park • Gretton – Harringworth (Jurassic Way) • Welland Valley <p>Four Additional Local Corridors</p> <ul style="list-style-type: none"> • Harpers Brook – Weldon Park • Priors Hall – Harringworth • Corby – Cottingham • Southern Gateway – Rockingham <p>Green Corridors for the Town</p> <ul style="list-style-type: none"> • Cottingham Road • Weldon Road (A427) • Oakley Road (A6014) • Rockingham Road (A6003) • Corby Railway Line 	
9	<p>Built Environment</p> <p>The DPD sets out a commitment to develop policies in respect of the following aspects of the built environment throughout the Borough:</p> <ul style="list-style-type: none"> ◆ Support for the protection of Scheduled Ancient Monuments (SAMS), Conservation Areas and other heritage assets ◆ Design guidance SPG to ensure that the principles underpinning 'Building on Tradition' are translated into the new planning system; ◆ Appraisal of conservation area designations, leading to the publication of management proposals; and ◆ The provision of public art through a strategic approach to be funded by developer contributions. 	

10.3 Appendix C presents the results of detailed appraisal of the potential effects of the draft DPD predicted to arise from implementation of the policies for each policy area. The sections below present an analysis of the detailed appraisal in terms of the significance of direct effects and potential cumulative, synergistic and indirect effects. Suggestions for mitigation of adverse effects, and recommendations for improvements to the draft DPD are also set out below.

SIGNIFICANT DIRECT EFFECTS

10.4 Table 10.2 presents a summary of the significance of direct effects from the detailed appraisal. The significance of effects is denoted using the following system of symbols:

Key	
	Significant Adverse
	Minor Adverse
	Negligible Adverse
	No effect
	Negligible Beneficial
	Minor Beneficial
	Significant Beneficial

10.5 It should be emphasised that the information quality, and attendant uncertainties and assumptions required to address them, vary across both the sites and the evidence base for the SA/SEA Objectives. This has been systematically recorded and taken into account in the detailed appraisal sheets (see Appendix C). Thus, where a major effect has been predicted for a particular SA/SEA objective, but the evidence base for this contains uncertainties or its interpretation requires a number of assumptions, the measure of information quality recorded in the appraisal has been reduced, and this is reflected in the calculation of the effect significance (see Section 2 for further details of the appraisal methodology).

10.6 Table 10.2 shows that four Policy Areas have been assessed as being likely to result in significant effects – 1: Economy and Employment; 2: Housing; 3: Urban Extensions; and 5: Town Centre and Retail.

10.7 For Policy Area 3, these effects were all projected to be adverse and relate primarily to matters of resource use and pollution:

- ◆ Objective 11 – To respond to climate change through reduced GHG emissions;
- ◆ Objective 14 – To improve air quality;
- ◆ Objective 17 – To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development;
- ◆ Objective 18 – To ensure the efficient use of minerals and primary resources; and

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- ◆ Objective 20 – To reduce the consumption of finite materials and increase re-use, recycling and recovery.
- 10.8 This is considered to be a reflection of the nature of the Policy Area concerned – urban extensions will inevitably result in the permanent loss of sizeable areas of land to development and the scale of this development will clearly have significant implications in terms of construction impact; material requirements; and increased levels of movement, giving rise to increased transport emissions.
- 10.9 Policy Area 1 is predicted to have significantly beneficial effects in respect of Objective 21 – to promote increased employment levels and more diverse employment opportunities. This is a direct reflection of the aims of the Policy Area, with the 70%/30% requirement for B8:B1/B2 uses reinforcing the commitment to diversification across the Borough.
- 10.10 Policy Area 2 sets out the allocations of land in respect of Housing and, as a result of the range of sites identified, coupled with the requirement for affordable housing in both urban and rural locations, the assessment has identified significantly beneficial effects in respect of Objective 2 – to provide opportunities for all people to meet their housing needs.
- 10.11 Policy Area 5 provides a summary of the contents of the Town Centre AAP, indicating the intention to focus on improving the town centre environment and enabling retail-led redevelopment of Corby town centre. As a result of the scale of the redevelopment proposed, the Policy Area is projected as likely to have significantly beneficial effects in relation to Objective 22 – to improve the vitality and viability of town and district centres.
- 10.12 For the remainder of the SA/SEA Objectives and Policy Areas, the assessment resulted in scores ranging from minor beneficial through to minor adverse, with a noticeable bias towards adverse scores, particularly in relation to the SA/SEA Objectives concerned with the environment and material assets (nos. 8-19). It should be noted that, in many cases, the lack of significant effects is more a product of insufficient or incomplete information within the DPD to make an accurate assessment. As such, there are a number of trends that it is considered pertinent to note:
- ◆ Policy Areas 1 and 2, concerned with employment and housing allocations, respectively, record the most adverse effects overall (13 out of 22 and 14 out of 22), irrespective of significance. This is a general reflection of the scale of growth that is incorporated within the allocations and the identified need to allocate both brownfield and greenfield sites for development purposes;
 - ◆ The successful development of employment sites is dependent upon a number of factors, not all of which are encompassed within the employment sites Policy Area;

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- ◆ The Community Facilities and Services Policy Area (component no.7) is the only part of the DPD that includes specific reference to the promotion of renewable energy technologies (encompassed in SA/SEA Objectives 19 and 20); and the use of SuDS (relating to SA/SEA Objectives 15 and 16). For the purposes of assessment, all Policy Areas have been treated in isolation; however, if one were to assume that these policy approaches were to apply to all development then the overall assessment may reflect a more favourable set of assessment effects in respect of these Objectives (15, 16, 19 and 20);
- ◆ There are a number of SA/SEA Objectives, largely related to quality of life issues, against which the various Policy Areas score either beneficial effects or no effects, which is considered to be a positive reflection of the overriding regeneration aims of the DPD:
 - Objective 4 – To reduce crime and the fear of crime;
 - Objective 5 – To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups;
 - Objective 6 – To provide opportunities for the improvement of educational and achievement levels and skills;
 - Objective 7 – To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity.
- ◆ Objective 6 – To provide opportunities for the improvement of educational and achievement levels and skills – is recorded to be affected by only two of the Policy Areas within the DPD. Furthermore, the effects predicted are negligible. This could be interpreted as an indication that this Objective is poorly addressed by the policy approaches proposed in the DPD;
- ◆ With the exception of Policy Area 7, all components have been assessed as having a negative effect upon SA/SEA Objective 16 – To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding. Given that the baseline conditions are currently poor in relation to this Objective, the assessment could be interpreted as an indication that this issue requires greater prominence in the DPD;
- ◆ With the exception of the Policy Area concerned with the environment (no. 8), all components result in a negative assessment score against SA/SEA Objective 12 – To slow the rate of road traffic growth. This is not considered to be surprising given the scale of the development that is proposed; however, the assessment does perhaps indicate that there is a need for the DPD to address the issue of sustainable transportation more fully.

Table 10.2 – Summary of Significance of Direct Effects

SA Objective	Policy Areas								
	1	2	3	4	5	6	7	8	9
1 To improve accessibility and transport links for all modes between residential areas and key services and employment areas	▽	∩	•	↗	↗	↗	▲	▲	•
2 To provide opportunities for all people to meet their housing needs	↗	▲▲	▲	•	↗	•	•	•	•
3 inequalities	▽	↗	▽	•	↗	▲	↗	•	•
4 To reduce crime and the fear of crime	↗	▲	•	•	↗	•	•	•	•
5 To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups	↗	↗	↗	↗	↗	▲	↗	↗	▲
6 To provide opportunities for the improvement of educational and achievement levels and skills	↗	•	▲	•	•	•	•	•	•
7 To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity	•	▲	↗	•	▲	▲	▲	•	▲
8 To conserve and enhance wildlife habitats and species and avoid habitat fragmentation	∩	▽	▽	▲	∩	▲	▽	∩	•
9 To maintain and enhance the quality and distinctiveness of the landscape and the built environment	∩	▽	∩	▲	↗	▲	▽	▲	▲
10 To protect and enhance places, buildings and sites of geological, archaeological, cultural and historic value and their settings	↗	∩	▽	▲	•	↗	∩	↗	▲
11 To respond to climate change through reduced GHG emissions	▽	▽	▽▽	∩	▽	↗	▽	▲	•
12 To slow the rate of road traffic growth	▽	▽	▽	•	▽	•	▽	↗	•
13 To increase the proportion of journeys made by sustainable modes	▽	▽	▽	•	▽	↗	↗	↗	•
14 To improve air quality	▽	▽	▽▽	∩	▽	↗	▽	▲	•
15 To maintain and improve the quality of ground and surface waters	▽	▽	▽	•	▽	↗	▲	↗	•
16 To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding	▽	▽	▽	▽	▽	•	↗	▽	•
17 To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development	•	▽	▽▽	•	▲	•	∩	▽	•
18 To ensure the efficient use of minerals and primary resources	▽	▽	▽▽	▲	▽	•	↗	∩	•
19 To promote an increase in energy generation from renewable sources	▽	▽	▽	∩	▽	•	▲	▽	•
20 To reduce the consumption of finite materials and increase re-use, recycling and recovery	▽	▽	▽▽	↗	▽	•	▲	▽	↗
21 To promote increased employment levels and more diverse employment opportunities	▲▲	↗	↗	↗	▲	↗	▲	∩	•
22 To improve the vitality and viability of town and district centres	▲	•	∩	↗	▲▲	∩	↗	•	▲

CUMULATIVE, SYNERGISTIC AND INDIRECT EFFECTS

10.13 The detailed appraisal, the results of which are presented in Appendix C, was focused primarily on direct effects. As required by the SEA Regulations, cumulative, synergistic and indirect effects have also been recorded and analysed during the appraisal. Table 10.3 lists the results of this analysis.

Table 10.3 – Summary of Cumulative, Synergistic and Indirect Effects

Component	Effect	SA Objective	Causes	Significance
All	Cumulative effect on economic prosperity.	1, 2, 3, 4, 5, 6, 7, 21, 22	Cumulative effects of overall improvements to the environment and building stock within the study area, together with large population growth likely to have indirect effect on attractiveness of the whole Borough in terms of encouraging business relocation and indigenous business growth.	Significant beneficial effects in the longer term. Effects likely to be long lasting and extending beyond the Borough. Potential for shorter term effects also.
All	Indirect effect of improved access on the provision of and access to essential facilities.	1, 2, 3, 4, 5, 6, 7, 21, 22	Cumulative effect of proposals to draw investment and increase employment opportunities within area likely to have indirect effect upon the ability of the area to support increased essential facilities coupled with justifying investment in improved access to the area.	Significant beneficial effects in the longer term. Effects likely to be long lasting and provide better interrelationships within the Borough and beyond. Potential for shorter term effects also.
All	Positive interaction between outcomes likely to generate positive cumulative and synergistic effects.	1, 2, 3, 4, 5, 6, 7, 21, 22	Mutually reinforcing interaction between environmental improvements, increase and diversification of uses and transportation proposals (assuming development of passenger rail services) likely to produce cumulative and synergistic effects in terms of community safety, accessibility, employment and leisure/recreation/cultural opportunities.	Significant beneficial effects in the longer term. Effects likely to be long lasting and provide better interrelationships within and beyond the Borough boundary. Potential for shorter term effects also.
1, 2, 3, 4, 5, 6, 7, 15	Cumulative and synergistic effect of placing pressure upon habitats, finite materials and primary resources, water supplies and air quality	8, 14, 15, 16, 18, 20	Cumulative effect of large scale redevelopment likely to lead to significant increase in noise/vibration as a result of construction	Significant detrimental effect in the short to medium term and likely to require appropriate mitigation/phasing. Effect likely to lessen

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Component	Effect	SA Objective	Causes	Significance
	likely to be detrimental during construction stage and in subsequent operation.		activities and associated traffic. There will also be requirement for significant amounts of construction materials to be sourced, which could extend effects cross-boundary.	in the longer term if appropriate measures adopted.
All	Synergistic effect of components in terms of supporting development and indirectly improving and encouraging private sector investment.	1, 2, 3, 4, 5, 6, 7, 21, 22	The synergistic effect of major investment in the Borough is likely to have a significant beneficial effect on the image of the area. This in turn may improve business confidence and catalyse a level of private sector investment.	Significant beneficial effects in the longer term. Effects likely to be long lasting and extending beyond the DPD area. Potential for shorter term effects also.
All	Cumulative effect of widespread construction and development works on image of the Borough and attractiveness for residents, visitors and workers.	1, 3, 4, 5, 7, 8, 9, 10, 11, 14, 15, 16, 21, 22	The cumulative effects of widespread construction and redevelopment works extending over many years and including major urban extensions may have a negative effect on the ability of Corby to retain its existing population, including workers – day to day disruption is likely to be high both in the town centre and general transportation routes across the Borough	Significant negative effects in the short term. Effects likely to extend beyond completion of construction works and will require action to change attitudes.

10.14 As Table 10.3 illustrates, the cumulative, synergistic and indirect effects predicated to arise from implementation of the DPD do include some significant beneficial effects. These relate to augmenting economic prosperity; improving the provision of and access to essential facilities for a wider cross-section of the population; and the encouragement of heightened levels of private sector investment in the longer term.

10.15 However, there are also a number of cumulative, synergistic and indirect effects identified that are considered likely to have adverse effects in terms of the environmental disbenefits of widespread and ongoing construction; and the image and attractiveness of the Borough as it undergoes the massive scale of redevelopment proposed.

11. MITIGATION

- 11.1 The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing the Site Specific Proposals DPD. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.
- 11.2 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.
- 11.3 Mitigation can take a wide range of forms, including:
- ◆ Change to the DPD alternatives, including bringing forward new alternatives to address specific elements that cause adverse effects, or adding or deleting alternatives;
 - ◆ Refining options in order to improve the likelihood of positive effects and to minimise adverse effects;
 - ◆ Technical measures (such as setting guidelines) to be applied during the implementation stage;
 - ◆ Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
 - ◆ Proposals for changing other plans and programmes; and
 - ◆ Contingency arrangements for dealing with possible adverse effects.
- 11.4 Mitigation measures for each component have been considered and the Preferred Options Assessment Tables (Appendix C) include cross-references to mitigation measures where appropriate.

11.5 For all components, mitigation measures fall into two categories – the first category concerns common elements of the components (e.g. construction works and practices; and consideration of impact on flora and fauna), which are termed **generic mitigation measures**; and the second considers mitigation measures that are relevant to specific components, termed **scheme-specific mitigation measures**. All of the measures proposed share the common goals of minimising adverse effects and maximising beneficial effects and are as follows:

Generic Mitigation Measures

- A. project level Environmental Impact Assessments, where applicable;
- B. use of ecological specialists at all stages of design and implementation in order to develop measures to protect biodiversity within designated and important habitats and integrate biodiversity into final scheme designs;
- C. Identify 'critical' capital, the loss of which is not justified by any social/economic gains; avoid habitat fragmentation; provide green corridors for species seasonal movement; offset the unavoidable loss by enhancing other existing habitats or by creating new ones;
- D. consider registering relevant and selected parts of the development for a CEEQUAL award, an awards scheme assessing the environmental quality of civil engineering projects that aims to deliver improved environmental performance in project specification, design and construction;
- E. require all developers to demonstrate that the feasibility of using SuDS has been explored in the design of their development and SuDS incorporation into the design whenever practicable (e.g. filter strips and swales, filter drains and permeable surfaces, infiltration devices, basins and ponds) to minimise the adverse effect on surface/groundwater quality and to minimise the risk of flooding; taking account of SuDS' land requirements when setting out density requirements for sites;
- F. consideration of groundwater protection zones during planning and construction phases; restriction of development in Source Protection Zones;
- G. micro-energy generation, substitution of conventional power sources for renewable sources, e.g. installation of solar panels or passive use of solar energy through building design and siting;
- H. the development of design guidelines for the use of sustainable/recycled materials in construction;
- I. definition of green technical specifications for procured construction materials; favour products that have smaller environmental footprints, e.g. containing recycled content, derived from sustainably managed resources and certified to certain standards, e.g. timber and timber products originated from sustainable and legal sources, in accordance with Government guidelines;

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- J. the formulation and implementation of specific minimum requirements/standards for sustainable construction in line with the Proposals for a Code for Sustainable Homes or BREEAM standards;
- K. develop a Construction Management System to promote a sustainable approach to construction management for the development and to mitigate the construction effects;
- L. sympathetic integration and protection/enhancement of heritage assets in the proposed development; provision for the archaeological monitoring of site investigations to prevent the damage of unforeseeable archaeological remains – subject to the English Heritage opinion;
- M. measures to minimise the negative effect on landscape character, which could include the use of visual screening, planting, and the integration of schemes within the surrounding landscape based on the appropriate Landscape Character Assessment;
- N. controlling dust during reclamation and construction through water spraying and sweeping and the use of wheel washers when leaving the site;
- O. noise and vibration mitigation during construction can be minimised through an appropriate choice of plant and equipment, careful phasing of proposed operations and temporary barriers such as hoardings or mounds;
- P. provide clear transport strategy that favours non-car modes and public transport;
- Q. secure sustainable transport access to jobs, key services and facilities, including from rural hinterland;
- R. coordination between potential developers, and integration between proposals, should be pro-actively encouraged wherever possible;
- S. proactive consideration of cumulative effects on community security.

Objective-Specific Mitigation Measures

- T. Objective 22 - to improve the vitality and viability of town and district centres - assist in attracting a variety of retailers to create of a more distinctive retail offer and optimise their location;
- U. Objective 21 - to promote increased employment levels and more diverse employment opportunities - designation of an appropriate level and range of employment sites;
- V. Objective 6 - to provide opportunities for the improvement of educational and achievement levels and skills - designation of an adequate level of educational and training sites within the Borough;
- W. Objective 2- to provide opportunities for all people to meet their housing needs - ensure adequate provision of affordable housing;

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- X. Objective 11 - to respond to climate change through reduced GHG emissions – incorporation of green elements functioning like carbon sinks into buildings/sites design (e.g. trees, hedges, green roofs); reduction of waste stream disposed of at landfills by encouraging re-use/recycling (e.g. adequate recycling infrastructure provision);
- Y. Objective 15 - to maintain and improve the quality of ground and surface waters - Ensure that water quantity and quality modelling has been undertaken as part of a project level EIA, where applicable;
- Z. Objective 16 - to ensure adequate water supply, maximise water efficiency and reduce the risk of flooding - ensure that adequate infrastructure/capacity increases are in place prior to the commencement of new development. Take account of conclusions of the 'Corby Utilities Capacity and Strategy Study', 'Strategic Flood Risk Assessment' and 'Water Cycle Study';
- AA. Objectives 18 and 20 - to ensure the efficient use of minerals and primary resources; and to reduce the consumption of finite materials and increase re-use, recycling and recovery – Secure maximum use of reclaimed/recovered materials in new development. Favour conversion, reuse of existing structures/façades over demolition where possible. Ensure construction waste is reused/recycled whenever possible. Use excavated material on site if possible;
- BB. Component 6, Objectives 3, 5 and 7 - Quantitative, qualitative and accessibility improvements of open spaces, sport and recreation facilities.

12. IMPLEMENTATION AND MONITORING

PROPOSALS FOR MONITORING

- 12.1 The SEA Directive states that ‘member states shall monitor the significant environmental effects of the implementation of plans and programmes.....in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action’ (Article 10.1). In addition, the Environmental Report should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i)) (Stage E).
- 12.2 SA monitoring will cover significant social and economic effects as well as significant environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant sustainability effects (both beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.
- 12.3 Monitoring the significant sustainability effects of implementing the DPD is an important ongoing element of the SA process. These effects have been identified in Table 10.2 above. The appraisal of the draft DPD resulted in the identification of significant effects for eight of the SA/SEA Objectives, as follows:
- ◆ 2 – To provide opportunities for all people to meet their housing needs;
 - ◆ 11 – To respond to climate change through reduced GHG emissions;
 - ◆ 14 – To improve air quality;
 - ◆ 17 – To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development;
 - ◆ 18 – To ensure the efficient use of minerals and primary resources;
 - ◆ 20 – To reduce the consumption of finite materials and increase re-use, recycling and recovery;
 - ◆ 21 – To promote increased employment levels and more diverse employment opportunities;
 - ◆ 22 – To improve the vitality and viability of town and district centres.

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- 12.4 In addition to this, given the amount of uncertainty in predications for certain SA/SEA Objectives, it is recommended that monitoring of effects also be carried out in instances where either adverse effects were identified in the majority of cases, or where beneficial effects were identified in the majority of cases, which includes the following:
- ◆ 4 – To reduce crime and the fear of crime;
 - ◆ 5 – To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups;
 - ◆ 6 – To provide opportunities for the improvement of educational and achievement levels and skills;
 - ◆ 7 – To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity;
 - ◆ 12 – To slow the rate of road traffic growth;
 - ◆ 16 – To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding.
- 12.5 Potential indicators for monitoring these effects have been identified as part of this appraisal and are listed under the relevant objective in the SA Framework set out in Table 7.2 above.
- 12.6 The SA guidance recommends SA monitoring is incorporated into the Council's existing monitoring arrangements. Under Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 48 of the Town and Country Planning Regulations 2004 the Council is required to prepare an Annual Monitoring Report (AMR) to assess the implementation of the LDF. For monitoring efforts to be optimally effective, it will be important that the Council seeks to integrate the monitoring of the significant sustainability effects of the DPDs with the AMR process.
- 12.7 In order to reach a final framework of indicators for the AMR the Council will need to consider the indicators proposed in the SAs to identify those which can be most effectively used to monitor the sustainability effects of the LDF as a whole. This will need to be undertaken in dialogue with statutory consultees and other bodies, as in many cases the monitoring information may need to be provided by outside bodies.
- 12.8 The existing AMR 2005/06 utilises three types of indicator:
- ◆ **Contextual indicators** – these establish the baseline position of the wider social, environmental and economic circumstances.
 - ◆ **Output indicators** – these are aimed at measuring quantifiable physical activities that are directly related to, and are a consequence of, the implementation of planning policies.

- ◆ **Significant effects indicators** – these assess social, economic and environmental effects and these should be linked to sustainability appraisal objectives and indicators.

12.9 Of particular importance for sustainability monitoring will be the Output Indicators and the Significant Effects Indicators. Output indicators will be used to assess the performance of policies measuring quantifiable physical activities that result from the implementation of LDDs whereas Significant Effect Indicators will be used to assess the significant social, environmental and economic effects of the policies.

12.10 The following significant effects (against SA/SEA Objectives, as well as cumulative, synergistic and indirect) have been identified by the assessment and form the basis of the monitoring programme:

SA/SEA Objectives (identified significant effects)

- ◆ 2 – To provide opportunities for all people to meet their housing needs;
- ◆ 11 – To respond to climate change through reduced GHG emissions;
- ◆ 14 – To improve air quality;
- ◆ 17 – To maximise opportunities to reuse previously developed land and buildings in accessible locations for beneficial development;
- ◆ 18 – To ensure the efficient use of minerals and primary resources;
- ◆ 20 – To reduce the consumption of finite materials and increase re-use, recycling and recovery;
- ◆ 21 – To promote increased employment levels and more diverse employment opportunities;
- ◆ 22 – To improve the vitality and viability of town and district centres.

SA/SEA Objectives (a watching brief)

- ◆ 4 – To reduce crime and the fear of crime;
- ◆ 5 – To reduce social exclusion, promote a sense of community and improve equality of opportunity amongst social groups;
- ◆ 6 – To provide opportunities for the improvement of educational and achievement levels and skills;
- ◆ 7 – To create healthy, clean and pleasant environments for people to enjoy living, working and for recreation and to protect and enhance residential amenity;
- ◆ 12 – To slow the rate of road traffic growth;
- ◆ 16 – To ensure adequate water supply, maximise water efficiency and reduce the risk of flooding.

Beneficial Cumulative, Synergistic and Indirect Effects

- ◆ contribution to increased economic prosperity;
- ◆ increased provision of essential facilities;
- ◆ support development and encourage private sector investment.

Adverse Cumulative, Synergistic and Indirect Effects

- ◆ detrimental impact of construction in terms of noise; vibration; pollution; and congestion;
- ◆ impact of intensified operations upon water supplies and utilities infrastructure;
- ◆ increased pressure upon minerals and primary resources required within construction;
- ◆ negative impact of widespread and ongoing redevelopment works on the image and attractiveness of the Borough for residents, workers and visitors.

12.11 At this stage, the monitoring programme as outlined below is preliminary, and will evolve over time based on the results of public consultation, dialogue with environmental consultees and the identification of additional data sources, as in many cases information will be provided by outside bodies.

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Table 12.1 – Monitoring Programme

Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
Effect on opportunities for all people to meet their housing needs	House price to income ratio (Affordable Housing)	W	Central Government/periodically	Annual	Central Government
	Housing tenure	W	Central Government/periodically	Annual	Central Government
	Average dwelling prices	W	Central Government/quarterly	Annual	Central Government
	Change in proportion of non decent homes	W	Central Government/periodically	Annual	Central Government
Effect on crime and the fear of crime	Overall Crime Rates	S	Police/Monthly	Annual	Police, reporting to CBC
	Burglary offences per 1,000	S	Police/Monthly	Annual	Police, reporting to CBC
	Anti-social behaviour crimes per 1,000	S, T	Police/Monthly	Annual	Police, reporting to CBC
Effect on social exclusion and the promotion of community	Indices of Deprivation – overall rank	P, Q, U, V, W, BB	Central Government/Periodically	Annual	Central Government
	Rank of Income Scale (IMD)	U, V	Central Government/Periodically	Annual	Central Government
	Rank of Employment Scale (IMD)	U, V	Central Government/Periodically	Annual	Central Government
Effect on education and skills levels	Qualifications of working age population	V	Nomis/Ongoing	Annual	NOMIS
	People aged 16-74 No qualification	V	Nomis/Ongoing	Annual	NOMIS
	People aged 16-74 Highest qualification attained level 4 / 5	V	Nomis/Ongoing	Annual	NOMIS

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	Rank of education scale (IMD)	V	Nomis/Ongoing	Annual	NOMIS
Effect on quality of life	Participation in sport and cultural activities	L, Q, V, BB	Not currently monitored	Annual	Leisure service providers, reporting to CBC
	Access to the countryside	L, Q, BB	Not currently monitored	Annual	CBC
	Access to local green space	Q, BB	Not currently monitored	Annual	CBC
	Life expectancy	ALL	Nomis/Periodically	Annual	Nomis
	Air quality	A, G, H, I, J, K, N, P, Q, R, X	CBC/Periodically	Monthly, site specific	CBC
	CO ₂ and greenhouse gas emissions	A, G, H, I, K, P, Q, X	CBC/Periodically	Monthly, site specific	CBC
Effect on landscape and built environment	Derelict properties and properties in poor condition.	A, AA	CBC/Ongoing	Annual	CBC
	Local landscape/townscape character/quality designations	M, R,	CBC/Ongoing	Annual	CBC
Effect on GHG emissions	GHG emissions by sector (tonnes per year)	A, X	Defra/Annual	Annual	Defra
	Regional and local road transport oil consumption	A, P, Q, X	DTI/Annual	Annual	DTI
	% woodland coverage (carbon sinks)	A, C, M, X	Not currently monitored	Annual	CBC
Effect on road traffic growth	Level of peak traffic growth	A, P, Q	NCC annually	Annual	NCC
	Length of road experiencing regular peak hour congestion.	A, P, Q	NCC annually	Annual	NCC
	Spatial distribution of roads experiencing regular peak hour congestion.	A, P, Q	NCC annually	Annual	NCC
Effect on air quality	Levels of main pollutants for	A, G, H, I, N, P, Q, X	CBC/Periodically	Monthly, site specific	CBC

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	National Air Quality Targets				
	AQMAs declared	A, G, H, I, N P, Q, X	NCC and CBC/Periodically	Monthly, site specific	NCC/CBC
	Industrial Processes	A, X	Not currently monitored	Monthly	CBC
	Number of days of air pollution	A, G, H, I, N, P, Q, X	NCC and CBC/Annual	Annual	NCC/CBC
	Levels of road traffic	A, P, Q	NCC and CBC/Annual	Annual	NCC/CBC
Effect on Water Supply, Water Efficiency and Monitoring	No. of planning permissions with sustainable drainage installed	A, E, F, Y, Z	CBC/ongoing	Annual	CBC
	Extent of floodplain changing due to development	A, E, F, Y, Z	CBC/EA/Ongoing	Annual	CBC
	No. of development schemes in flood risk areas	A, E, Z	CBC/ongoing	Annual	CBC
	Average domestic water consumption (l/head/day)	A, E, F, Y, Z	Anglian Water/Ongoing	Annual	Anglian Water reporting to CBC
Effect on re use of previously developed land and buildings	% of new housing built on previously developed land	A, D, I, B, K, R, AA	CBC/ongoing	Annual	CBC
	Density of residential development	A,, D, I, R, AA	CBC/ongoing	Annual	CBC
	No. of existing sites brought into beneficial re-use	A, D, K, R, AA	CBC/ongoing	Annual	CBC
	% of new development built on Greenfield sites	A, D, K, R, AA	CBC/ongoing	Annual	CBC
Effect on reducing consumption of finite materials and increase re-use, recycling and recovery.	% of land area that is contaminated	A, AA	CBC/ongoing	Annual	CBC
	% of land area that has been	A, AA	CBC/ongoing	Annual	CBC

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	reclaimed				
	% of new housing on previously developed land	A, AA	CBC/ongoing	Annual	CBC
	% of new business development on previously developed land or through conversions of existing buildings	A, AA	CBC/ongoing	Annual	CBC
Effect on improving Employment levels and diversity of opportunities and improving economic prosperity.	New firms: registrations	U	Nomis/Ongoing	Annual	Nomis reporting to CBC
	VAT registered businesses	U	Nomis/Ongoing	Annual	Nomis reporting to CBC
	Measure of Productivity	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
	Employment rate per 1,000 population	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
	Unemployment (number of claimants)	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
	% of Jobseekers Allowance claimants as a proportion of resident working-age people	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
	Percentage of economically inactive working age people	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
	Number of economic sectors represented in the area	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
	Job density representing the ratio of total jobs to working age population	U, V	Nomis/Ongoing	Annual	Nomis reporting to CBC
Effect upon vitality and viability of Corby town centre	Retail Rankings	T	Experian/Management Horizons	Annual	Experian/Management Horizons

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
and district centres.					
Effect on improving the provision of essential facilities	IMD and rank of Super Output Areas	ALL	Central Government, annually	Annual	Central government
Effect on private sector investment	Proportion of allocated land developed within the town centre.	R, T,	CBC, annually	Annual	CBC
	% Change in VAT registered businesses	U	CBC, annually	Annual	CBC
Effect of construction on noise, vibration, pollution and congestion	No of complaints relating to construction disturbance.	A, D, K, N, O, AA	CBC ongoing	Annual	CBC
	Mean concentrations of NO2 and particulates during construction	A, D, K, N,	Not currently monitored.	Scheme by scheme with annual results	CBC
Effect of construction on image and attractiveness of Borough	Population change	P, Q, R, S, T, U, V, W,	Nomis/ Monthly	Monthly	Nomis
	Economic Activity	U, V	Nomis/Monthly	Monthly	Nomis
	Retail Rankings	T	Management Horizons/Experian Goad/Annual	Annual	Management Horizons and Experian Goad
	Average Dwelling Prices	ALL	ONS/Annual	Annual	ONS
	VAT Registered Businesses	V	Nomis/Monthly	Monthly	Nomis

13. CONCLUSIONS

- 13.1 The Corby Site Specific Proposals DPD has been subject to SA/SEA and significant environmental effects have been identified.
- 13.2 Significant beneficial effects were highlighted by the assessment against three of the Policy Areas – providing opportunities for people to meet their housing needs; promoting increased levels of employment and employment diversity; and improving the vitality and viability of town and district centres. In addition, the cumulative effects of several of the components were considered likely to encourage increased economic prosperity; improved provision of and access to essential facilities; and promote heightened levels of private sector investment.
- 13.3 Significant adverse effects were identified in respect of GHG emissions; air quality; the re-use of previously developed land and buildings; the efficient use of minerals and primary resources; and reducing consumption and increasing re-use, recycling and recovery. The cumulative, synergistic and indirect effects of the implementation of the DPD are likely to augment the negative impact of proposals in terms of environmental disbenefits associated with widespread redevelopment/construction; and have a negative impact on the attractiveness of the area in the short term.
- 13.4 Most negative effects can be minimised to a satisfactory degree through EIA and through the identified, and possible additional, mitigation measures. However, the assessment has highlighted the need to consider revisions and/or amendments to the DPD to better address the sustainability of transport movements associated with development; combating climate change and GHG emissions; and measures to support improved education and skills levels.
- 13.5 The findings of the assessment highlighted a number of significant adverse effects in connection with proposals for urban extensions. These will be more fully addressed through programmed SA/SEA of forthcoming DPDs.
- 13.6 The findings of this assessment indicate that the environmental performance of the DPD could be further improved by taking account of the recommendations included in this report, reiterated here.

RECOMMENDATIONS

- 13.7 In general terms, the assessment of predicted effects has highlighted relatively few significant effects. Furthermore, the balance of the assessment is biased towards a negative overall effect in sustainability terms. This is particularly in relation to the SA/SEA Objectives that are most directly related to environmental issues (Objectives 8-19).
- 13.8 As a consequence of the above, this assessment has identified a considerable number of mitigation measures aimed at lessening adverse effects on the environmental objectives. However, it is considered that the outcome of the assessment provides the justification for amendments/additions to the DPD to be considered, as set out in the sections below.

Climate Change

- 13.9 The role of LDFs in contributing to meeting national targets to combat the globally important issue of climate change is increasingly being recognised as a priority, with a pro-active approach required in moving towards a low carbon economy. Reliance on development control, building regulations and voluntary codes is unlikely to prove sufficient. Consequently, it is recommended that policies are developed to require developers to incorporate/conform to the following as standard:
- ◆ Require all new non-domestic buildings to achieve a BRE Environmental Assessment Method (or equivalent) rating of good, very good or excellent;
 - ◆ Require all civil engineering projects to achieve a CEEQUAL (or equivalent) rating of good, very good or excellent;
 - ◆ Set standards for minimum requirements in respect of onsite micro-energy generation within all new developments over a threshold size (e.g. site hectares and/or number of units);
 - ◆ Requirements to show how lower carbon technologies such as CHP schemes and shared renewable energy plant have been explored, both within sites and across adjacent or proximal sites.

Resource Use and Waste Management

- 13.10 By its very nature, regeneration of the scale proposed in the Site Specific Proposals DPD will require the use of a significant amount of resources through widespread construction. Furthermore, in the case of the urban extension sites, this will also involve the loss of substantial area of previously undeveloped land. The cumulative impact of the DPD on resources has therefore been identified as significantly adverse.

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13.11 Consequently, the DPD represents an opportunity to promote and encourage more efficient resource use and better waste management with inclusion of pro-active requirements for both employment and residential development proposals specifically tailored to the characteristics of the area. It is recommended that policies are developed to require developers to comply with design guidelines and/or specific targets relating to:

- ◆ Use of locally sourced sustainable/recycled materials and techniques;
- ◆ Re-use or exchange waste materials between complementary businesses within the area;
- ◆ Provision for appropriate recycling infrastructure;
- ◆ Incorporation of onsite waste management facilities for bio-digestion or composting;
- ◆ Adherence to site-wide Sustainability Management Plan and accompanying EMS to operationally implement it.

Transport

13.12 Increased levels of private transportation are projected across the UK, with attendant links to declining air quality, increased incidences of respiratory illness and general contribution to GHG emission levels. As such, it is considered essential that the opportunity is taken for DPDs to strongly support the promotion of sustainable modes of transport over increased provision for private road transport, and reducing the overall need to travel wherever possible, demonstrating direct links with the Local Transport Plan for the area.

13.13 Therefore, it is recommended that the transport elements of the DPD be strengthened, with an emphasis on pro-actively encouraging sustainable modes of transportation, not just as an alternative, but as a preference to private transportation. This will necessarily include the development of a passenger railway station, which should be identified in the DPD and Proposals Map and supported by policies that *require* its development as opposed to *supporting* its development, the latter being the current emphasis.

Sustainable Development

13.14 The Preferred Option for Sustainable Development in its current form provides little information on specific policy interventions, other than to support national and emerging sub-regional policy. It is unclear what criteria will be used to determine whether policies specifically for Corby will be 'required'.

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13.15 It is recommended that this policy is further developed with details of specific proactive measures, such as the target based and/or site-wide cooperative commitments from developers mentioned above.