Summary of Employment & Economy Stakeholder Workshop

Held 14th September 2005 as part of the preparatory work for the Corby Site Specific Development Document that will form part of the North Northamptonshire Local Development Framework.

Published November 2005
Introduction

The stakeholder workshop held on 14th September 2005 at the Elizabeth Hotel, Corby was arranged as part of the preparatory work for the Corby Site Specific Development Document which will form part of the North Northamptonshire Joint Local Development Framework (see www.corby.gov.uk for further details). It was designed to encourage debate and discussion of the issues and options relating to the need to plan for a significant growth of employment as part of the wider growth agenda for Corby. There were 33 attendees ranging in representation from local government, voluntary organisations as well as representatives from private land holdings and other interests.

Input from these representatives through the workshop forum will aid and guide the preparation of the Corby Site Specific Development Document.

Workshop Format

Attendees were requested to sit in several groups which were selected to ensure a range of representation in terms of professionals, private and public and voluntary organisations as well as local representatives.

The workshop was split into two sessions during which each group were asked to answer several set questions. At the end of each session, each group was asked to identify one or two key discussion points.

Structure of Feedback Report

The report is structured as follows:

- The questions covered by the workshop
- An analysis of key issues and outcomes (including those identified by each group)
- Detailed notes of the discussions of each sub group (Appendix A)
- Annotated plans capturing each groups drawings (Appendix B)
- Attendance record (Appendix C)
The Questions Covered by the Workshop

Session 1

In your groups please address the following issues:

Q1: To what extent should Corby focus mainly on building on its existing strengths of manufacturing (A) and strategic distribution (B) and to what extent should Corby focus on encouraging higher value activities, such as offices and research and development (C)?

We would like you to consider this in relation to the period up to 2015 and the period afterwards from 2015 to 2031.

Please set out your response as illustrated below, substituting these example figures with the figures you agree to in your group. The percentages relate to the proportion of jobs:

For example: Now to 2015: A 50%, B 25% C 25%
              2015 to 2031: A 40%, B 20% C 40%

In deciding the percentages, please consider what percentages will be in the best economic interests of Corby and have a realistic prospect for achievement.

Next consider whether the availability of a passenger rail service would change your figures.

Q2: Existing businesses need to be retained and given the opportunity to expand in Corby rather than having to locate elsewhere. What are the current obstacles to expansion:

   a. on-site
   b. within Corby Borough

What do existing businesses need in the plan to support their growth?

Is this a matter for the plan or other areas of local policy making?

Q3: What, if anything, do you think the new site specific policies and site allocations plan should do to encourage the conditions whereby higher value added activities will want to invest in the town.

As a group please list up to five ideas and then agree, if you can, which are the two most important.

Q4: The Community Strategy (LSP) includes the objective of attracting a major national or international business to Corby. What if anything should the site specific polices do to attract a major national or international business to Corby?

Q5: The LSP economy group proposes the development of high tech employment, focussing on engineering, motor-sport, food and drink, printing and packaging and distribution and logistics. Do you support this and what other specific specialised clusters of economic activity might Corby usefully seek to promote?

Please list up to three.
Q6: There is underused land at Corus. Is it desirable to rely on being able to bring this forward through public and/or private investment in the period to 2011, 2021 or 2031?

What could be done to support the likelihood of the land coming forward?

Q7: Are the car storage sites making a valuable contribution to the local economy? Are they an under-use of land? What is their long-term future?

Session 2

Q8: We would like your views on the appropriateness of current proposals/allocation:
   a. Is the allocation of more land for offices prior to the resumption of passenger rail services in Corby appropriate?
   b. Is the vicinity of the Stanion Lane Plantation a suitable location for future general industry and strategic distribution?
   c. Should strategic distribution be restricted to rail based industry?
   d. Is the 10 ha area between Oakley Road and Cottingham Road near the Town Centre a suitable location for Offices/B1?
   e. Is the de-allocation of the science park site at Oakley Vale and the business park location at Seymour Plantation for use as housing land appropriate?

Please ensure the reasons for your comments are written down on each question and put any post-it comments on a map.

Q9: Should land be specifically allocated for strategic distribution, manufacturing, B1 offices and light industry or should there be very flexible policies that allow the actual use of sites to be more flexibly determined?

Would it be sensible to provide policies that would accommodate mixed-use urban extensions and in urban areas?

Q10: Should land be specifically allocated for strategic distribution, manufacturing, B1 offices and light industry or should there be very flexible policies that allow the actual use of sites to be more flexibly determined?

Would it be sensible to provide policies that would accommodate mixed-use urban extensions and in urban areas?

Q11: We would like you to use the plans on the table to identify where you would think the following might be appropriately/best located, you can put boundary lines on if you wish:
   a. offices (= O)
   b. light industry (= LI)
   c. manufacturing (= M)
   d. strategic distribution (= SD)
   e. all-purpose employment (= E)
   f. a site for a major prestigious national or international business (= P)
   g. middle management housing (= MH)
   h. executive housing (=EH)
   i. mixed use urban extension (= UE)
Optional Question if you have the time

Q12: What additional agencies or mechanisms are needed to develop the higher levels of learning & skills and business competitiveness required for Corby to diversify its economy and to promote Corby as a prime location?
Key Issues in Group Feedback

At the end of each session the groups were asked to set out the question and issues which raised the most discussion. These are set out by group below (please note that based on numbers of attendees there was no group C, hence only Groups A, B, D, E & F reported):

Session 1

Group A: Q.1
- Must play to strengths but need to diversify.
- Manufacturing – strong but vulnerable. May shrink.
- M =40%; D =30%; O&R=30% (ambitious). Efforts needed to promote offices & higher value activities – gradual longer term shift in balance of activities.
- With Passenger Rail Service: M =30%; D= 30-35%; O&R= 35%.
- In the short term skills & training essential to promote higher value activities.

Group B: Q.4
- Make Corby attractive to investment by providing good site allocations and a comprehensive package of environmental, housing, shopping, leisure etc improvements.
- Passenger rail service also essential.
- Possibly establish a Simplified Planning Zone - to provide certainty to investors.
- Prepare design briefs for sites - framework for speedy approval of planning applications.
- North Northants Core Strategy should ensure co-ordination not competition amongst districts.

(Group C members re-grouped because of low attendance)

Group D: Q. 2
- Stigma of “Corby” is a major obstacle – need to change the way the town is perceived.
- Increase professional skills and development of the labour force generally.
- Available labour for expansion.
- New housing development is critical e.g. Priors Hall.
- Need new leisure facilities and lunchtime activities in particular.
- Need to improve town centre facilities.

Group E: (Not a response to a specific question)
- As the town moves towards office base then a rail service is essential.
- Main issues are:
  - The availability of land.
  - Existing business are not able to expand in Corby- no room for expansion in situ/ sites are developed out.
  - Need attractive sites for relocation.
  - Some existing employment sites should be re-developed.
- Surplus Corus land: an innovative approach, working with Corus, is needed if this land is to be brought forward.

Group F: Q.3
- Need for rail station – essential if planning for a higher skilled economy.
• Offices, Research & Development etc need to have good access to train station.
• Attracting higher skilled workers – access to countryside for living and leisure a significant benefit.
• Wider attractiveness of the town is critical/ need to re-brand Corby.

Session 2

Group A: Q.10
• Offices: Town Centre should be main focus – smaller site than 10ha identified by Roger Tym report– say about 5ha. Need a major expansion/ high quality important.
• Light industry – existing industrial estates are constrained. Former tipped land to north preferred location. Land north of Stanion preferred location for larger scale B2 + B8 development.
• Strategic Distribution: Stanion Plantation preferred because of potential for rail service.
• Car storage sites: mostly on contaminated land. Should promote re-use in the longer term.
• Major prestige businesses: In exceptional circumstances should be able to locate in green wedges eg between Corby & Kettering but only if prestige and bring in inward investment.
• Mixed use: in urban expansion areas, particular need for executive housing.

Group B: Q.10
• Offices: should be close to Town Centre preferably the site near the rail station.
• Light industry: B1 should be close to residential areas near the Town Centre.
• Manufacturing: need to promote Corby through good locations and sites. The Corus site and St. James site should be focus of attention.
• Strategic Distribution: A43 link road East and South East side of town to link with A14 and M1.
• Major prestige site: this should be close to the entrance to Corby from south, around Great Oakley.
• Middle-management and executive housing: Stanion/ Weldon/ Seymour Plantation.
• Mixed use: west of Corby.
• Retail: should be concentrated in the Town Centre and Cockerell Road (adjacent Asda).

Group D: Q. 8
• Yes, offices are appropriate prior to resumption of rail service.
• Stanion Lane Plantation acceptable for strategic distribution but mitigation required.
• Support for rail served distribution but not restricted to rail.
• Oakley Road/Cottingham Rd a good location for offices/B1.
• Oakley Vale “Science Park” is a good housing site but should retain part for employment.
• Seymour Plantation is not a good housing site - too isolated.

Group E: Q.9
• There are specific sites which need specific end uses but also areas where there should be flexibility to allow mixed use and to assist in promoting and attracting investment.
• Yes, overall: specific ideas include:
- Live/work units.
- Promote micro-economic centres within residential areas.
- Allow work from home.
- Element of flexibility.
- Community enterprise – involve community.

**Group F: Q.8**

- Yes, prior to provision of rail service but care needed in terms of quantity. Good idea to develop mixed use close to station to include an element of offices.
- Yes, Stanion Plantation acceptable.
- The future focus of strategic distribution should be on rail.
- Oakley Road/Cottingham Road is a sensible location for B1/Offices- but include mixed uses.
- Yes, Oakley Vale good for housing but need some local employment eg retail.
- Seymour Plantation too isolated for housing, should be employment site.

**Summary of Group Discussions**

*The following section summarises the points emerging from the group discussions as evidenced from the notes taken and discussions which took place. Group notes are collated in Appendix A.*

**Focus on Strengths or Higher Value Activities**

- There was general recognition of the importance of building on Corby’s existing strengths as a centre of manufacturing and an attractive location for strategic distribution.
- There was recognition of the importance of developing education and skills training if either higher skilled / specialised manufacturing or higher value office based employment is to develop in Corby.
- There was support for allocating land for B1/ offices in a good environment but recognition that the provision of passenger rail services (to London) will be critical if this sector is to take off in the longer term.

**Obstacles to Expansion**

- A wide range of factors which inhibit the economic development in Corby were identified including: stigma / poor perception of Corby; poor environment; need to improve the skills base including professional skills; land constraints; lack of freehold opportunities; lack of land for expansion; need for better housing opportunities; need to improve the Town Centre and the range of leisure opportunities; need for a passenger rail service.

**Higher Value Activities**

- The need for a rail station, and good access to it, was seen by many to underpin the growth of office/ high technology/ B1 development.
- The need to attract higher skilled workers was expressed in terms of needing to radically improve the Corby offer as a place to live including the Town Centre, leisure, housing, education and access to the countryside.
- Need for a specific site offer was put forward.
Attracting National / International Business
- A comprehensive package of environmental, housing, shopping, leisure improvements and a passenger rail service were seen by some groups as underpinning the successful attraction of major new investment.
- Site availability was identified by most as critical and different views were expressed about how that should be provided. Suggestions included: the making of a Simplified Planning Zone; the possible use of the green wedge between Corby and Kettering; the advance preparation of design briefs to speed up planning consent.
- One group stressed that the North Northants Core Strategy should ensure co-ordination rather than competition amongst districts.

Specialised Clusters
- Suggestions for appropriate specialisations for Corby included: ecological methods of construction; centre of excellence for the logistics industry; centre of excellence for construction skills; food and drink; specialised engineering; leisure and health; alternative energy; teaching hospital; skills to support and compliment existing industry; and recycling.

Under-used Land at Corus
- Clear recognition that this is a longer term asset which needs to be unlocked. A planned/ master-plan approach and regular review were suggested.

Car storage sites
- There was some recognition that the car storage activities make a contribution to the local economy. Certain groups recognised it as an under-use of land with longer term potential. A master-plan approach was identified as a way forward.

Appropriateness of Proposals and Allocations
- All groups supported the allocation of more land for offices prior to the resumption of passenger rail services.
- There was general support for the vicinity of Stanion Lane Plantation as a future site for general industry/ strategic distribution with the caveats about environmental mitigation measures.
- No group felt that future strategic distribution should be restricted to rail based activity but encouragement of rail use was supported by all.
- There was support in all groups for the allocation of Oakley Road/ Cottingham Road for offices/B1. Some felt it too large, some that open space should be retained, mixed use was suggested and there was agreement of the need to look at the site in detail.
- General support for the de-allocation of the science park site at Oakley Vale and its use for housing but with residual concerns about local employment.
- There was little enthusiasm for the de-allocation of the Seymour Plantation site, it being considered by most as too small and isolated to be a sustainable housing site.

Specific Allocations or Flexible Policies
- It was commonly held that specific allocations for B1 B2 and B8 were required but that there was scope for more flexibility with urban extensions.
- Specific ideas included: live-work units; micro-economic centres; work from home; and community enterprise.
Identify Best Locations
- *These are shown for Groups A B D E and F on the attached plans*
- There was a great deal of variation in the choices but commonly: offices close to the Town Centre and strategic distribution at Stanion Lane Plantation and close to A43.
APPENDIX A: NOTES OF THE DISCUSSIONS OF EACH SUB-GROUP

The general responses to each question from the various groups have been transcribed and are provided in the following section (Responses from groups A, B E and F are collated below. Group C was re-grouped into others. Group D responses were not submitted).

Q.1 Focus on Strengths or Higher Value Activities

Group A
- Build on current strengths (diversity).
- Strong distribution market.
- Develop education.
- Now to 2015: A 40%, B 30 % C 30%.
- 2015 to 2031: A 30%, B 35 % C 35%.
- Passenger rail terminal would change figures.

Group B
- Manufacturing – encourage existing – aim for high skill value. Specialised – e.g. food manufacturing.
- Strategic distribution.

Group E
- Now to 2015: A 25%, B 50 % C 25.
- 2015 to 2031: A 20%, B 45 % C 35%.

With the availability of a passenger rail service:
- Now to 2015: A 25%, B 55 % C 20%.
- 2015 to 2031: A 20%, B 45 % C 35%.

Group F
- No response recorded.

Q.2 Obstacles to Expansion

Group A
A. On-site:
- Land availability/Land constraints.

B. Within Corby Borough:
- Availability of freehold land.

What existing businesses need:
- As above

Group B
A. on-site:
- Land availability – Parking – Accessibility.

B. Within Corby Borough:
• Population – Training & Education – Accessibility.

What existing businesses need:
• Public/private dialogue.
• Certainty e.g. future growth (building & workforce).
• Encourage speculative development.
• Local Development Framework or other policy? Answer – both.

Group E
A. On-site:
• Already utilised.
• Not suitable location for expansion.
• Generally poor environment.

B. Within Corby Borough:
• No response recorded.

What existing businesses need:
• Availability of freehold land.
• Timeframe of availability (CPO).
• Generally poor environment/image.

Group F
A. on-site:
• No response recorded

B. within Corby Borough:
• No response recorded.

What existing businesses need:
• Railway station critical.
• Need to have skills and high quality office/industrial accommodation, and housing, to attract business.
• Allocation of flexible employment and land to cope with future expansion.

Q. 3 Higher Value Activities

Group A
• Freehold land.
• Quality service business park.
• Transport link.
• Environmental quality.

Group B
• Retail provision
  - quantity and quality
  - Town centre. Local centres. Retail sheds
• Renewal of housing stock. Diversify housing provision.
• Improve environment.
ECONOMY & EMPLOYMENT STAKEHOLDER WORKSHOP: 14th September 2005

Group E
- Higher skills level.
- Higher Education/Further Education provision.
- Transport /Infrastructure.
- Image –environment etc.
- Specific site offer.

Group F
- Policies to ensure rail link (site availability).
- Connectivity, links between people, jobs, leisure etc.
- Attractiveness.
- Change image (consider re-branding Corby!).

Q.4 Attracting National/ International Business

Group A
- The green wedge between Corby and Kettering to be allocated for international business. Benefit Corby and Kettering (Rail station for Corby).

Group B
- Points above to be undertaken and rail link.
- Simplified Planning Zone to be identified in spatial plan in partnership with design brief.
- North Northants core strategy to co-ordinate.

Group E
- No site available –but share the objective.
- Achieve by other means eg –allocate commerce park - for single or multiple end users.

Group F
- Site availability/certainty/focus to attract national etc.
- Clarity for investor in plans for investor/developer.

Q.5 Specialised Clusters

Group A
- Modern methods of construction (eco-homes).
- Logistics centre of excellence (driving/training school).
- Building skills centre of excellence.

Group B
- Food and drink manufacturing.
- Specialised engineering.
- Offices.

Group E
- Office/Research & Development.
- Leisure/health.
- Alternative energy.
Group F
- Where is construction?
- Health – teaching hospital.
- Bringing high level skills /employment to compliment and support existing industry.
- Marketing.
- Research & Development.
- Recycling.
- Design.

Q.6 Underused land at Corus.

Group A
- Cannot rely on it coming forward.
- Exists & to be reviewed regularly.

Group B
- Corus land.
- Certainty.

Group E
- Identify wider area as improvement area for Master Planning Approach.

Group F
- Corus site critical (needs to be planned not piecemeal allocation).

Q.7 Car storage sites.

Group A
- Making contribution (not high).
- Quality land (employing local people).

Group B
- Yes! - under-use of land.
- Longer term – plan for employment growth.

Group E
- Yes – under use.
- See 6 above.

Group F
- Needs reviewing if Corus site not available. Takes up space, few jobs, long term potential good.

Q.8 Appropriateness of Proposals and Allocations

Group A
- a. Yes – to test and develop that market as soon as possible.
- b. Yes – transport network.
- c. No – but provide rail link opportunity.
- d. Yes suitable location – but far too much (500,000 sq. ft.).
e. Yes to Oakley Vale – No to Seymour. Make up shortfall with Priors Hall and west of A6003.

Group B
a. Yes – appropriate as population in migration and no certainty on rail services.
b. Depends on scale and siting of new building and mitigation measures.
c. Not restricted but encourage rail use.
d. Site is suitable – subject to detailed considerations.
e. In part depends on access to A43 – any fresh allocation needs to be mixed use.

Group E
a. Yes it will assist at:
   Great Oakley
   Speedway
   Priors Hall
   Parkland Gateway
   Seymour Plantation
   Oakley Estate.
b. Yes.
c. No.- both road and rail.
d. Yes – not the whole- “a green long” open space to be retained.
e. Oakley Vale – housing – yes/ Seymour Plantation – open to debate- dependent on road to north.

Group F
a. Yes – help support argument to Strategic Rail Authority.
b. Yes - NB. Issues re current use and how to recreate elsewhere.
c. No but future strategy to focus on rail.
d. Yes – sensible location.

Q.9 Specific Allocations or Flexible Policies

Group A
• Yes but planning has to be done properly.
• Yes but subject to parameters.

Group B
• Be flexible – potential for residential.
• Yes! - sensible to provide policies for mixed use urban extensions & urban areas.

Group E
• Site specific allocation in terms of zoning but also flexibility on others to have a mix B1/B2/B8.
• Yes –
  a. Live work units.
  b. Micro centre business opportunities.
  c. Initial stage before enterprise zone/area.
  d. Flexibility.
  e. Community enterprise/involvement.
Group F

- Flexibility can mean choice but lack of direction and confidence for developers.
- Yes to mixed use urban extensions.

Q. 10 Identify Best Locations

- See attached plans for Groups A, B, D, E and F

Q. 11 Additional Agencies and Mechanisms

Group A

- Schools of excellence to learn/further skills (varied).

Group B

- Enhance powers/lifespan of catalyst Corby Urban Regeneration Company.
- Enterprise Centre – publicly funded/private management for start ups & small and medium sized enterprise.
- Enhance standards & facilities across the secondary schools.
- Vocational training.
- Regeneration of Tresham College.
- Encourage individual specialism in education/training.

Group E

- Learning & Skills Council refocusing at Corby level.
- Promoting skills with the workshop.
- Have a presence in Corby.
- Promoting engagement.
- Apprenticeship schemes.
- Need skills.
- Phil Hope (Skills Minister).

Group F

No response recorded.
APPENDIX B: ANNOTATED PLANS CAPTURING EACH GROUPS DRAWINGS
Corby LDF
Employment & Economy
14th September 2005
Suggested Location of New LDF Site Allocations

Legend
O Offices
Li Light Industry
M Manufacturing
SD Strategic Distribution
E General Employment
P Site for Major Prestigious National/International Business
MH Middle Management Housing
EH Executive Housing
UE Mixed Urban Extension
RW Retail Warehousing (Bulky Goods Only)

ARoads
District Boundary

Group A

To Mkt. Harborough & M1
To Thrapston, A14 & A1
To Stamford & A1

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Suggested Location of New LDF Site Allocations

To Mkt. Harborough & M1
To Thrapston, A14 & A1
To Stamford & A1

Corby LDF Employment & Economy
14th September 2005
Suggested Location of New LDF Site Allocations

Legend
O Offices
Li Light Industry
M Manufacturing
SD Strategic Distribution
E General Employment
P Site for Major Prestigious National/International Business
MH Middle Management Housing
EH Executive Housing
UE Mixed Urban Extension
RW Retail Warehousing (Bulky Goods Only)

ARoads
District Boundary
Route 1G
Corby LDF
Employment & Economy
14th September 2005
Suggested Location of New
LDF Site Allocations

Legend
O  Offices
Li  Light Industry
M  Manufacturing
SD  Strategic Distribution
E  General Employment
P  Site for Major Prestigious
    National/International Business
MH  Middle Management Housing
EH  Executive Housing
UE  Mixed Urban Extension
RW  Retail Warehousing
    (Bulky Goods Only)

ARoads
District Boundary
Route 1G

Group D

To Mkt. Harborough
& M1

To Thrapston,
A14 & A1

To Stamford
& A1

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Corby LDF
Employment & Economy
14th September 2005
Suggested Location of New LDF Site Allocations

Legend
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Li  Light Industry
M  Manufacturing
SD  Strategic Distribution
E  General Employment
P  Site for Major Prestigious National/International Business
MH  Middle Management Housing
EH  Executive Housing
UE  Mixed Urban Extension
RW  Retail Warehousing
(Bulky Goods Only)

ARoads
District Boundary
Route 1G

To Mkt. Harborough & M1
To Thrapston, A14 & A1
To Stamford & A1

Group E

MH  Middle Management Housing
EH  Executive Housing
UE  Mixed Urban Extension
RW  Retail Warehousing
(Bulky Goods Only)

MH  Middle Management Housing
EH  Executive Housing
UE  Mixed Urban Extension
RW  Retail Warehousing
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Corby LDF
Employment & Economy
14th September 2005
Suggested Location of New LDF Site Allocations

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E  General Employment
P  Site for Major Prestigious National/International Business
MH  Middle Management Housing
EH  Executive Housing
UE  Mixed Urban Extension
RW  Retail Warehousing (Bulky Goods Only)

ARoads
District Boundary
Route 1G

Group F

To Mkt. Harborough & M1
To Thrapston, A14 & A1
To Stamford & A1

District Boundary
ARoads

P  MH  UE
Li  O  EH

Potential Compensatory Planting For Stanion Plantation

Prestigious Offices

Potential Key Site

Trees

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**APPENDIX C: SCHEDULE OF ATTENDEES**

<table>
<thead>
<tr>
<th>Title</th>
<th>Forename</th>
<th>Surname</th>
<th>Position</th>
<th>Organisation</th>
<th>Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td>MR</td>
<td>DAVID</td>
<td>BAINBRIDGE</td>
<td>SENIOR PLANNING ASSOCIATE</td>
<td>BIDWELLS PROPERTY CONSULTANTS</td>
<td>Y</td>
</tr>
<tr>
<td>MS</td>
<td>LOUISE</td>
<td>BATTYE</td>
<td>DEPUTY CHIEF EXECUTIVE</td>
<td>TRESHAM INSTITUTE OF FURTHER AND HIGHER EDUCATION</td>
<td>Y</td>
</tr>
<tr>
<td>MR</td>
<td>JOHN</td>
<td>BOLTON</td>
<td></td>
<td>TAXI OWNERS CORBY</td>
<td>Y</td>
</tr>
<tr>
<td>MR</td>
<td>CHRISTOPHER</td>
<td>DANIEL</td>
<td></td>
<td>QUADRANT ESTATES</td>
<td>Y</td>
</tr>
<tr>
<td>MR</td>
<td>KEITH</td>
<td>DAY</td>
<td>HIGHWAYS</td>
<td>NORTHAMPTONSHIRE COUNTY COUNCIL</td>
<td>Y</td>
</tr>
<tr>
<td>MR</td>
<td>ALEX</td>
<td>DE CAPELLE BROOKE</td>
<td></td>
<td>THE GREAT OAKLEY ESTATES</td>
<td>Y</td>
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<tr>
<td>MR</td>
<td>NICK</td>
<td>FELTHAM</td>
<td>PLANNING LIAISON OFFICER</td>
<td>ENVIRONMENT AGENCY</td>
<td>Y</td>
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<tr>
<td>MR</td>
<td>STEVE</td>
<td>FERRIS</td>
<td></td>
<td>ASTRAL DEVELOPMENTS LTD</td>
<td>Y</td>
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<tr>
<td>MR</td>
<td>GRAHAM</td>
<td>GARRATT</td>
<td>NORTHAMPTONSHIRE BRANCH COMMITTEE MEMBER</td>
<td>COUNTRY LAND &amp; BUSINESS ASSOCIATION</td>
<td>Y</td>
</tr>
<tr>
<td>MR</td>
<td>BRIAN</td>
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<td>MR</td>
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<td>MS</td>
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<td>MS</td>
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## ECONOMY & EMPLOYMENT STAKEHOLDER WORKSHOP: 14th September 2005

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<tr>
<th>Title</th>
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<tr>
<td>MR</td>
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<tr>
<td>MR</td>
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<td>BARLOW</td>
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</table>

**TOTAL ATTENDEES** 33

### THE FOLLOWING PEOPLE RESPONDED TO THE INVITATION BUT WERE UNABLE TO ATTEND

<p>| MR      | KEITH     | ALLSOP       | CORBY CPRE                                     | CAMPAIGN TO PROTECT RURAL ENGLAND                  | N        |
| MR      | SHAUN     | ANDREWS     |                                             | LAND SECURITIES                                   | N        |
| MR      | WILL      | ANTILL      |                                             | HOLMES ANTILL                                    | N        |
| MS      | PAULA     | BOULTON     |                                             | CORBY DOMESTIC VIOLENCE FORUM                      | N        |
| MR      | ALFRED    | BULLER      |                                             | BEE BEE DEVELOPMENTS                              | N        |
| MR      | JAMES     | CUSHING     | PRINCIPAL ECONOMIC DEVELOPMENT OFFICER        | INVEST NORTHAMPTONSHIRE                            | N        |</p>
<table>
<thead>
<tr>
<th>Title</th>
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<td>HIRYANI</td>
<td>FINANCE DIRECTOR</td>
<td>ROCKINGHAM MOTOR SPEEDWAY</td>
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<td>HOWLETT</td>
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<td>IAN</td>
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<td>ROB</td>
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<td>MR</td>
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