

---

**North Northamptonshire Joint Core Strategy Review**

---

**SYNOPSIS**

This report provides an update to Members on the North Northamptonshire Joint Core Strategy Review

**1. Introduction**

- 1.1 The Joint Core Strategy (the 'Part 1', strategic part of the Local Plan) will provide the strategic framework for growth and development in North Northamptonshire. It will deal with cross boundary issues such as strategic development, infrastructure priorities, housing and employment need and improving the environment. It will also provide the context for 'Part 2' Local Plans and/or Neighbourhood Plans to make further non-strategic land allocations and more detailed policies for implementation and development control, where necessary.
- 1.2 The Joint Core Strategy is the responsibility of the North Northamptonshire Joint Planning Committee, set up by the Secretary of State in 2005. This is made up of three members from each of the partner authorities. The Joint Planning Committee is supported by officers at the Joint Planning Unit who are managed through a Steering Group of the Chief Planning Officers from the councils. These arrangements ensure that the emerging plan reflects local priorities and objectives that contribute to the delivery of the Councils corporate plan.

**2. Progress/Update**

- 2.1 The Pre-Submission Joint Core Strategy and supporting documents were published for a six week consultation period from 26<sup>th</sup> January to 9<sup>th</sup> March 2015. On 31<sup>st</sup> July 2015, following some focused changes to address some of the issues raised during consultation; the plan was submitted to the Secretary of State for examination by a Planning Inspector.
- 2.2 On 17<sup>th</sup> November 2015, the Inspector commenced the formal hearings which sat for seven days. The hearings took the form of structured discussion around a published list of matters arising from the Inspector's scrutiny of the plan and relevant representations from the development industry, landowners, local community and private and public sector organisations.
- 2.3 During the hearings, the Inspector identified areas of the Plan that he considered would benefit from modification, and provided the Joint Planning Unit with an opportunity to propose draft wording. The Inspector indicated on closing the hearings that these modifications would need to be drawn together and would also need to be published for public consultation in due course.
- 2.4 A number of modifications have been endorsed following Joint Planning Committee on 10<sup>th</sup> December 2015 and subsequent consultation between the Chair and Vice Chair of the Joint Planning Committee and Chief Planning Officers. Member's attention is drawn specifically to the modifications which will have implications for the Borough

Ref	Modification	Reason
Para 1.14 FC 4 Page 9	<i>The Joint Core Strategy does not identify any housing <u>or other</u> development specifically related to meeting objectively assessed <del>housing</del> needs for adjoining areas and vice versa as it has been confirmed that this is not necessary before 2029. For the period post-2029, options outside of the West Northamptonshire boundary area may need to be tested alongside others for meeting Northampton's longer term <del>housing</del> <u>development</u> needs.....</i>	Recognises that future options for Northampton's growth will not be confined to housing.
Para. 3.65 Page 55	<del>Focusing development on</del> <u>Ensuring that as much use as possible is made of suitable</u> previously developed land (commonly referred to as brownfield land) is a priority for North Northamptonshire	Amended to reflect wording in the DCLG consultation on proposed changes to national planning policy.
Policy 6 Page 56	<i>In allocating land for development and determining planning applications, <del>priority</del> <u>the local planning authorities will seek to maximise the delivery of development through</u> <del>will be given to the reuse of</del> suitable previously developed land and buildings within the urban areas....</i>	Wording strengthened to make more positive and to reflect wording in the DCLG consultation on proposed changes to national planning policy.
Policy 8 Criterion e)v	<del>v. Incorporating</del> <u>Proportionate and appropriate</u> community and fire safety measures	Responding to House Builders Federation concern that policy is imposing additional requirements/ costs (e.g. sprinkler systems in residential developments) compared to Building Regulations, which have not been viability tested. It is considered that this amendment provides flexibility for different measures to be provided on a scheme by scheme basis taking into account advice from the fire service and viability considerations.
Policy 9 Page 68	Modifications tabled at examination to reflect Government position on zero carbon and allowable solutions	Amended to reflect Governments latest position on zero carbon and allowable solutions.

Ref	Modification	Reason
Policy 11 Page 80	<i>Development will be distributed to strengthen the network of settlements in accordance with the roles in Table 1 and to support delivery of the place-shaping principles set out in Table 2. The special mixed urban/rural character of North Northamptonshire with its distinctive and separate settlements will be maintained through the avoidance of coalescence. <del>Priority will be given to the re-use of suitable previously developed land and buildings within settlements, then to other locations that are readily accessible by a choice of means of travel.</del></i>	Previously Developed Land is already covered in Policy 6. Sentence appears to set a sequential approach that would favour PDL in readily accessible locations (which could be on transport routes in rural areas) above greenfield sites in or around settlements. This is not the intention.
Para 5.21 Page 81	First sentence: <i>These principles are outlined in more detail in Table 2. <del>Together with the other policies of the Plan, notably Policy 15.....</del></i>	Typographical correction.
Para 5.30 Page 85	<i>North Northamptonshire will soon have an additional focus of retail and leisure uses in the form of the out of centre Rushden Lakes development. This was permitted by the Secretary of State in June 2014 and is expected to open <del>late in 2016</del> in Spring 2017. Rushden Lakes is a mixed retail, recreation and leisure scheme, including garden centre and retail units totalling no more than <del>26,747-28,209</del> 32,511 square metres net sales area.... This development will enhance the retail and leisure facilities available to local residents in the southern area, helping to retain a higher proportion of spending and contributing to the goal of greater self-reliance. <u>It will also provide opportunities for tourism based businesses, including those in town centres, to benefit from increased visitors to North Northamptonshire.</u></i>	Factual update  Factual update to reflect revised consent.  Addressing discussion at examination.
Para 5.52 Page 90	<i>Consideration of environmental impacts will include assessment and justification of any impact on the <del>setting</del>/significance of heritage assets and their setting.</i>	To remove repetition of "setting"
Para 5.34	<i>.... The need for additional retail floorspace in the southern area will therefore be monitored and reviewed when the Rushden Lakes development has <del>become established.</del> <u>commenced trading and trading patterns have 'bedded down'</u>.....</i>	Clarification reflecting retail evidence, but without committing to specific timescale as this will need to relate to plan-making.

Ref	Modification	Reason
Policy 12 criterion f)	<i>Supporting development of town centre uses in the town centres of the Market Towns where this is of a scale and nature consistent with the character of the settlement and the role of Market Towns in providing mainly convenience shopping and local services....</i>	Clarification suggested by the Inspector
Policy 12 criterion g)	Revise Policy 12 criterion g) “ <i>Applying the sequential and impact tests set out in the NPPF to the assessment of retail and other town centre uses that are proposed outside <del>which cannot be accommodated within</del> the defined town centre areas.....</i> ”	To clarify that criterion g) relates to such uses that <u>are not located within</u> the defined town centre areas (the current wording “ <i>which cannot be accommodated within</i> ” tends to prejudice the sequential test.)
Policy 13	Amend Policy 13 to read:  <b><i>Policy 13 – Rural Exceptions</i></b>  <u><i>As an exception to the spatial strategy set out in Policy 11, new development may be permitted in the rural area as set out below:</i></u>  1. <u><i>Development adjoining established settlements, beyond their existing built up area or defined boundary where the proposal satisfies all of the following criteria:</i></u>  a) <i>The form and scale of the development should be clearly justified by evidence that it meets an identified need arising within a village or network of villages through a local needs survey;</i> b) <i>Sites should be well-related to a settlement that offers services and employment to meet the day to day needs of occupants of the development;</i> c) <i>Development should enable access to local services and facilities by foot, cycle or public transport;</i> d) <i>The scale and nature of the development will not exceed identified needs and must be appropriate to the surroundings, minimise impacts on the environment and be supported by existing or new infrastructure. Rural Exception Housing schemes should be purely affordable housing unless an element of market housing is essential to enable the delivery of the development. In such</i>	As it stands, the policy has two parts (development adjoining settlements, and individual dwellings) but no introductory sentence to link them. The second part of the policy could be read as requiring NPPF para 55 dwellings to meet the same tests as agricultural dwellings. The revised policy below is restructured to distinguish more clearly the various potential exceptions covered in the Policy. It also corrects paragraph references and adds reference to viability (to be consistent with para 5.41).

Ref	Modification	Reason
	<p><i>cases, the scale of market housing will be the minimum necessary to make the scheme viable and should be tailored to meeting specific locally identified housing needs;</i></p> <p><i>e) Occupation of <u>affordable units within</u> the development will be controlled through a legal agreement or conditions to ensure that it remains available and affordable in perpetuity to meet local needs</i></p> <p><i>2. In open countryside, away from established settlements, permission will not normally be granted for new built residential development, with the exception of:</i></p> <p><i>a. Individual dwellings of exceptional quality or innovative design as set out in paragraphs 5.42 and 5.43; and</i></p> <p><i>b. Dwellings for rural workers at or near their place of work in the countryside, provided that:</i></p> <p><i>i. The dwelling is required to enable someone who is in full time employment in agricultural, forestry or similar rural businesses to meet the essential need of the enterprise concerned; and</i></p> <p><i>ii. It can be demonstrated the functional, and financial, <u>and viability</u> tests in paragraph 5.41 have been met.</i></p>	
<p>Para 5.54 Page 91</p>	<p><i>If the masterplan demonstrates to the satisfaction of the local planning authority that the criteria and standards set out in Policy 14 can be met in a viable development, it will be used as the basis for either a Part 2 Local Plan, <u>or</u> other site specific development plan document, <del>or a Supplementary Planning Document to be adopted by East Northamptonshire Council.</del></i></p>	<p>To clarify that a SPD cannot deal with such a proposal as not subject to independent examination.</p>
<p>Policy 14 Page 91</p>	<p><i>Amend 1st sentence to read: “The opportunity to create a new ‘Garden village’ of <del>between 1,000 and</del> <u>around 1,250</u> dwellings and associated employment and facilities at Deenethorpe Airfield will be assessed through the preparation of a masterplan and delivery strategy subject to public consultation and agreed with the local planning authority.”</i></p>	<p>To add flexibility to the policy for Deenethorpe Airfield Area of Opportunity</p>

Ref	Modification	Reason
Policy 14 Page 91	Amend 2 <sup>nd</sup> sentence to read (additional text): " <i>The masterplan will assess environmental impacts, <u>including upon heritage assets</u>, and will identify phasing and funding requirements...</i> "	To address representations from Historic England and the National Trust
Policy 14 f) iii Page 91	<i>iii. Opportunities for bespoke individual and community custom-build projects <u>including self-build housing subject to the design code.</u></i>	To recognise opportunities/the role of self-build housing
Para 6.32	<del><i>Improvements are needed to the A43 between Northampton and the A14 at Kettering and further northwards at Corby. The A43 provides a key connection between North and West Northamptonshire. The County Council has already programmed dualling from Northampton as far as the Holcot/ Sywell roundabout. While it may not be possible to complete the dualling all the way to the A14 within the plan period, substantial progress will be necessary if slow journey speeds are not to become an impediment to the economy, and further phases of the dualling will be strongly supported.</i></del>	To clarify the planned improvements to the A43.
Para 8.5 Page 113	<del><i>To <u>maintain the existing</u> achieve a better balance, between <del>the projected</del> labour force and employment opportunities within North Northamptonshire, it will be necessary to create a minimum of <u>24,200</u> <del>31,100</del> net jobs across all sectors of the economy by 2031*. <u>However, in order to reduce reliance on out-commuting in accordance with the Vision and Outcomes of the Plan, Policy 23 sets a target of creating 31,100 jobs.</u> This is a significant challenge when compared to the recent economic performance of the area.....</i></del> *Add side-note to reference EEFM scenario	To reflect evidence that, with the planned number of new homes between 2011 and 2031, 24,200 jobs would be required in North Northamptonshire to maintain the status quo with respect to commuting
Policy 22	<del><i>A stronger more sustainable economy that will deliver a <u>minimum</u> net increase of 31,100 jobs will be sought through.....</i></del> a) <del><i>Ensuring that sufficient high quality sites are identified to support the delivery of the <u>minimum</u> job targets in Table 3 (see Policy 23)....</i></del> c) <del><i>Safeguarding existing and committed employment sites for employment use unless it can be demonstrated by an applicant that there is no reasonable prospect of the site being used for that purpose and that an alternative use would:</i></del>	Remove reference to minimum in relation to job target (as per para 8.5 and Policy 23).

Ref	Modification	Reason
	<ul style="list-style-type: none"> <li>• <del>Not be detrimental to the adequacy of the overall supply and quality of employment land within the district or to the mix of uses within a Sustainable Urban Extensions; and/or</del></li> <li>• Resolve existing conflicts between land uses.</li> </ul>	Issue of impact on supply and quality of land is redundant if there is no reasonable prospect of site being used for employment purpose.
Policy 23 Page 117	Delete word “ <i>minimum</i> ” describing job targets in Table 3 and criterion d)	To reflect that targets are aspirational in order to reduce reliance on out-commuting. Minimum requirement would be to maintain current balance as per para 8.5.
Policy 23b)	<i>Employment development of a scale and mix identified within <del>existing</del> commitments and master plans....</i>	Commitments by definition already exist.
Policy 24a) Page 119	<i>Subject to market demand <u>and viability</u>, strategic distribution developments (involving individual units of 9,300 sq m or more floorspace) should also include the provision of a proportion of floorspace in the form of smaller employment units;</i>	To overcome issues raised by developers.
Policy 23e) Page 119	<i>Be in locations which allow 24 hour operations with <u>acceptable minimal</u> environmental, community and landscape impact;</i>	Recognition that impact may be material but that LPA will need to weigh up whether they are acceptable.
Policy 24f)	<i>Provide sufficient infrastructure to mitigate highways impacts <del>including the impact of additional HGV movements arising from the development;</del></i>	Deleted text is unnecessary as covered by criterion and by supporting para 8.21
Policy 25 Page 121	Amend first and last para to read:  1. <i><u>Sustainable</u> opportunities to develop and diversify the rural economy that are of an appropriate scale for their location and respect the environmental quality and character of the rural area will be supported. Enhanced broadband provision to facilitate economic development within rural areas will be supported. Encouragement will be given towards:</i>  2. <i>Farm <u>Sustainable rural</u> diversification activities</i>	To provide additional flexibility and reference sustainability consistent with para 28 of the NPPF.

Ref	Modification	Reason
	<i>should seek to complement and support the ongoing viability of the existing agricultural/farm business. Where proposals involve the reuse of rural buildings, a mix of uses will be supported, including small scale business, tourism activities, tourist accommodation, and live/work units.</i>	
Policy 26 criterion c) (FC79)	Revise FC 79 (Policy 26 criterion c))  <i>The siting of development avoids <del>substantial</del> harm to the significance of a heritage asset and its setting <u>in accordance with the provisions of the NPPF</u>; <del>in a manner commensurate with its significance. Where the siting of development would lead to less than substantial harm to the significance of a heritage asset, that harm will be weighed against the public benefits of the proposal;</del></i>	To address representations from Historic England and the National Trust
Policy 27	Extensive modifications to Policy 27 and supporting text to provide more flexibility to align it with recent Enterprise Zone bid (see attached Appendix A).	To provide greater flexibility over employment uses, allow individual parcels to come forward in the absence of a masterplan for the whole Enterprise Area, and to tighten up the place-shaping principles to ensure that individual developments do not prejudice the wider potential of the area.
Para 9.18	<i>The local planning authorities will work with landowners, developers and other parties to overcome any constraints to delivery of the SUEs and other strategic sites shown on the Key Diagram. Progress will be monitored through the North Northamptonshire Authorities Monitoring Report. If the SUEs and <del>strategic other</del> sites are not developed quickly enough to maintain a deliverable 5 year supply of housing land* against the requirements set out in Policy 28, the local planning authorities will identify additional sources of housing, with the priority being the Growth Town followed, where appropriate by the Market Towns. Additional sites should <u>be capable of quick delivery</u>, make appropriate contributions to</i>	Split paragraph to make the distinction between the short-term contingency of identifying additional sites to make up a shortfall in 5 year supply, and medium-term contingency of partial plan review if SUEs fail to deliver.  *Monitoring trigger at 25% above 5 year

Ref	Modification	Reason
	<i>infrastructure and help to deliver the place shaping principles set out in Table 2.</i>	supply (See trigger at Table 9, page 199)
New Para 9.18a	<u><i>In the event of the SUE/s in a district/ borough delivering less than 75% of projected housing completions in three consecutive years (based on the trajectories set out in Appendix X), the Joint Committee will consider the need for a partial review of the JCS to ensure that the objectively assessed need for housing in the Housing Market Area is met. The local planning authorities will consider using compulsory purchase powers or de-allocating sites/not renewing planning permissions where the failure to develop is due to a landowner or developer being unwilling to progress a viable scheme.</i></u>	As above
Para 9.36	<i>The viability assessment reflected conditions shortly after a recession, using standardised assumptions on factors such as land values and development costs. In reality these vary between sites/developers and will change over the lifetime of the Plan. In practice, developers have been able to bring forward viable schemes with up to 30% affordable housing in some of the Growth Towns. The committed SUEs, with their major infrastructure costs, are committed to deliver up to 20% affordable housing. Policy 30 sets an aspirational figure over the plan period. This takes account of scheme-based evidence, together with the viability appraisal and the evidence of housing needs, to set out a flexible approach to affordable housing recognising that up front infrastructure costs of the SUEs may affect affordable housing delivery in the early phases, but this is likely to improve over the lifetime of the plan. This approach is aimed at maximising the contribution that individual developments make to meeting the needs set out in Table 6, without making otherwise acceptable schemes unviable and reflects the fact that viability and the definition of affordable housing may change over the plan period.</i>	To recognise that it may be difficult for the SUEs to deliver the requisite levels of Affordable Housing early in the plan period but the situation may change over the lifetime of the plan.
Para 9.38	<i>The viability appraisal suggests that residential developments as small as 5 dwellings in the Rural Areas could contribute to affordable housing provision. However, National Planning Practice Guidance indicates that contributions should not be sought from developments of 10 or fewer</i>	Reflecting viability evidence that small schemes in the rural area can contribute to meeting affordable housing need, and the

Ref	Modification	Reason
	<del>dwelling</del> s. Subject to viability, affordable housing will therefore be sought on developments of <del>44</del> <u>5</u> or more dwellings (or <del>0.3</del> <u>0.2</u> ha or more site area) in the rural areas (including all villages) and developments of 15 or more dwellings (or 0.5 ha or more site area) in urban growth areas (Growth Towns and Market Towns)....	deletion of this element of the Planning Practice Guidance
Policy 29	Second para:  <del>The priority is to</del> <u>The re-use of suitable previously developed land and buildings in the Growth Towns and the Market Towns will be encouraged.</u> Further development requirements will be focused on the delivery of the Sustainable Urban Extensions and other strategic housing sites identified on the Key Diagram.	Sentence appears to set a sequential approach that would favour previously developed land. This is not supported by the National Planning Policy Framework.
Policy 30 Page 145	a) The mix of house types within a development should reflect: <i>i. The need to accommodate smaller households as set out in paragraph 9.26 and 9.27 with an emphasis on the provision of small and medium sized dwellings (1-3 bedrooms) including, where appropriate, dwellings designed for older people;</i>	Inspector considered this is too prescriptive within policy.
Policy 30d) Page 145	<i>On private sector developments of 15 or more dwellings (or 0.5 hectares or more of land) in the Growth Towns and Market Towns and <del>44</del> <u>5</u> or more dwellings (or <del>0.3</del> <u>0.2</u> hectares or more of land) elsewhere, the local planning authority will seek the provision of affordable housing in line with the following targets....</i>	Reflecting viability evidence that small schemes in the rural area can contribute to meeting affordable housing need, and the deletion of this element of the Planning Practice Guidance.
Policy 32 Page 155	a) <i>the phased delivery of <del>at least</del> <u>around</u> 4,000 dwellings <del>in the period to 2031</del> to include the seamless integration of housing sizes, types and tenures...</i>	The trajectories provided in Joint Position Statement (SCG 1) indicate up to 3,900 dwellings completed by 2030/31. However, the development is being planned for up to 4,500 dwellings in total and the Inspector indicated that he would be comfortable for “around” this number to be used in Policy 32 provided that transport

Ref	Modification	Reason
		modelling has tested it. This needs to be undertaken through the NSTM before Main Modifications are consulted upon. In the meantime, the reference to 'around' 4,000 dwellings allows for development to extend beyond 2031.
Policy 32i)	<i>provide for the comprehensive integration and connectivity of <u>all of the</u> land between the northern boundary of the site and the A427 to facilitate possible further development beyond the Plan period (post 2031) subject to a technical assessment, including the impact on heritage assets;</i>	To clarify that this criterion refers to all of the land along the northern boundary of the site, not just that under the principal landowners control
Para 11.5	<i>The Strategic Economic Plans prepared by the LEPs identify the key strategic infrastructure <del>projects requirements</del> listed in Table 8 on the next page. These schemes are <del>fundamental</del> <u>important</u> to the delivery of the JCS and progress will be monitored as part of the Monitoring Framework.</i>	Clarity
Table 8	Re-title Table to:  TABLE 8 – KEY STRATEGIC INFRASTRUCTURE <u>PROJECTS</u> REQUIREMENTS	Clarity
Table 8	Delete reference to 'delivery' and replace with 'completion' and provide updated dates for schemes	Factual update
Table 8	Add text in relating to A43 (Phase 3) Northampton to Kettering Dualling  <i>Reason:</i>  <u>To improve connectivity and accommodate growth in traffic between North and West Northamptonshire, the A43 needs to be dualled between Northampton and the A14. While it may not be possible to complete the dualling within the plan period, substantial progress will be necessary if slow journey speeds are not to become an impediment to the economy</u>	To clarify the planned improvements to the A43

Ref	Modification	Reason
	<p><i>Delivery:</i></p> <p><u>Phases 1 and 2, currently in progress, will complete dualling from Northampton to the Holcot/Sywell roundabout. Phase 3 will be defined once the impacts of Phase 1 in freeing up current congestion are known, and may not be a continuation of Phase 2.</u></p> <p><u>For delivery in period 2019-2026.</u></p> <p><u>Northamptonshire County Council, Borough Council of Wellingborough, Kettering Borough Council.</u></p> <p><u>At least one further phase of the dualling is likely to be delivered within the plan period.</u></p>	
Table 9 Page 199	<p>Reporting on the Number of years housing land identified at local authority and North Northants level.</p> <p>Insert trigger: <u>25% buffer will be applied to each LPA's housing requirement on an annual basis. This is a monitoring tool which will serve as an early warning to Local Authorities when a housing land supply shortfall could be imminent and corrective action is required.</u></p>	To provide clarity as to the LPA's in North Northamptonshire will take proactive measures to maintain a 5 year housing land supply consistent with national guidance.
Insert new Appendix 3	Include as a new Appendix 3 a Schedule of extant policies replaced by Policies in the adopted North Northamptonshire Joint Core Strategy	To be consistent with 2012 Local Plan Regulations 8 (5) which requires that where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state the fact and identify the superseded policy.
Insert new Appendix 4	Include information on sources of Housing supply and latest 5 year supply position	Specific request from Inspector.

### 3. Conclusion and Next Steps

- 3.1 Various modifications were discussed with the Inspector during the course of the hearings and he indicated that they would overcome most of the issues identified at the examination. The Joint Planning Unit submitted the modifications to the Inspector at the end of December 2015. The Inspector will have the final say on what modifications should be made to the Joint Core Strategy, and these will need to be consulted upon for a six week period early in 2016, so that he can take account of any further representations before providing his final report on the Plan.

### 4. Options to be considered (if any)

The preparation of the Local Plan is a corporate priority. The option not to progress with the Joint Core Strategy can therefore be easily discounted.

### 5. Issues to be taken into account:-

#### ***Policy Priorities***

It is essential that the Council secures an up to date Joint Core Strategy to provide a basis for future development control decisions and for the Part 2 Local Plan and/or Neighbourhood Plans.

#### ***Financial***

Consultation on the modifications will involve costs which will be borne by existing budgets

#### ***Legal***

The Joint Core Strategy forms part of the statutory Development Plan, and its production is therefore a requirement of the planning acts.

#### ***Performance Information***

None directly linked to this report

#### ***Best Value, Human Rights and Community Safety***

None directly linked to this report

#### ***Equalities and Sustainability***

None directly linked to this report

#### ***Risk Management***

None directly linked to this report

### 6. Recommendation

It is recommended that members note the progress of the North Northamptonshire Joint Core Strategy Review.

#### **Background Papers**

North Northamptonshire Joint Planning Committee, 10<sup>th</sup> December 2015  
<https://cmis.northamptonshire.gov.uk/cm5live/MeetingsCalendar/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/2627/Committee/414/Default.aspx>

#### **Officer to Contact**

Terry Begley, Principal Planner  
01536 463185

## POLICY 27 - ROCKINGHAM MOTOR RACING CIRCUIT ENTERPRISE AREA

- 8.45 The proposed Rockingham Motor Racing Circuit Enterprise Area lies on the north eastern edge of Corby adjacent to the Priors Hall (part of the North East Corby Sustainable Urban Extension). The 300 ha area straddles the administrative boundaries of Corby and East Northamptonshire councils. Despite the proximity of urban Corby and the surrounding settlements of Gretton, Weldon and Deene, the land is distinct from its surroundings, due to the large scale infrastructure, buildings and road network.
- 8.46 The significant potential of this area has been recognised in a number of technical studies and ~~was taken forward through~~ including the Rockingham Development Framework (RDF) endorsed by Corby and East Northamptonshire Councils in 2011. ~~The RDF identifies significant employment potential in the period to 2031 and beyond, in particular for uses associated with motorsports and automotive industries. It provides a masterplan setting out broad place-shaping principles for the site, including the provision of a central 'boulevard' and green infrastructure corridors.~~ and in the Northamptonshire Enterprise Partnership's 2015 bid for the designation of an Enterprise Zone. The partners (including the two local planning authorities) are continuing to promote the economic potential of the area. Policy 27 provides a positive planning framework to help achieve this.
- 8.47 ~~Rockingham is well placed to support the delivery of the priority economic sectors that are identified in paragraph 8.9 and Policy 22 of the Plan. Policy 27 embodies key elements of the RDF. While promoting high performance technologies and research and development, it also provides flexibility for a range of other high quality employment uses to come forward in response to market demands and in order to maintain development momentum recognising that there are a number of extant planning permissions within the site. Policy 27 provides flexibility for a range of employment uses to come forward in response to market demands. Significant opportunities exist to deliver high performance technologies and future vehicle technologies by attracting motorsports/automotive sector businesses capitalising on the opportunity provided by the motor racing circuit. The Enterprise Area is also well placed to support the delivery of other priority economic sectors including logistics and food and drink.~~
- 8.47a ~~The development of the Enterprise Area to its full potential is a long term opportunity that will be delivered during and beyond the plan period and consequently the Plan is not reliant on the delivery of the site to meet its minimum jobs targets. Corby Borough and East Northamptonshire Councils alongside other partners are considering innovative mechanisms to facilitate delivery of the Enterprise Area. The Government announced in 2015 that it is considering the establishment of a formal Enterprise Zone in Corby. This would support business growth with financial incentives and simplified planning arrangements. Policy 27 of this plan provides a positive context to support the inclusion of the Rockingham Enterprise Area within an Enterprise Zone. The local planning authorities will encourage the preparation of a comprehensive masterplan for the Enterprise Area, incorporating the place-shaping principles set out in Policy 27. Proposals for development of individual parcels of land should demonstrate how they relate/ connect to the wider area, contributing to the delivery of the place-shaping principles and ensuring that they do not prejudice the delivery of other development within the Enterprise Area.~~

- 8.48 The previous heavy industrial land uses of most of the Enterprise Area have left large areas where ground conditions in the form of made ground and contamination will constrain detailed development proposals. These local environmental issues will need to be resolved as development proposals are brought forward in accordance with the requirements of Policy 6. The Enterprise Area also contains a variety of protected species and proposals will need to fully consider potential impact in accordance with relevant legislation and Policy 4.
- 8.49 There is high quality landscape to the north of the Enterprise Area and designated heritage assets to the east of the eastern boundary include the Grade I listed Kirby Hall. Weldon Lodge (Grade II) is located on the edge of the development site on Gretton Road. Applicants will be required to provide appropriate mitigation measures, in accordance with the relevant policies, to protect and enhance these assets and ensure high quality developments. These include ~~reducing~~ controlling noise levels, ~~implementing measures such as minimising the defining an appropriate maximum height levels of buildings and~~ introducing well-considered landscaping in accordance with a Landscape Strategy.
- 8.50 ~~The Willow Brook runs west to east through the Enterprise area, and separates the northern from the southern sides. The impact of the proposals will be particularly pronounced for vehicle and pedestrian movements through the site north-south, and a pedestrian/cycle crossing route will need to be provided. Establishing strong connected green infrastructure both for provision of natural habitat, pedestrian and cycle movement and SUDS is essential. This should link the Willow Brook corridor with the Gretton Brook Corridor so that the area does not form a barrier to north-south movement, both for people working there, and for long-term future connections. Applicants should provide a landscape and open space strategy which sits parallel with a cycling/walking plan. This should identify the open spaces, their functions and character, how they link together, and the approach to their design.~~
- 8.51 Large scale water attenuation features, possibly focussed along the Willow Brook close to the lowest point of the site are needed to accept and intercept site run-off. Whilst the location and combination of these features fits with a green corridor running along the alignment of Willow Brook, the land-take and the topography of the corridor will require engineering. It is critical to maximise opportunities for improving the quality of the Willow Brook, to fulfil the requirements of the Water Framework Directive.
- 8.52 Good walking and cycling connections to the development Enterprise Area that link it to Priors Hall and the Town Centre will be important. ~~The Willow Brook, links the Gretton Brook via a series of green infrastructure strips, and establishing a strong green infrastructure corridor will act as a natural habitat, whilst forming a pedestrian and cycling spine through the development and create a route that links Corby town centre and Priors Hall to the development. The Willow Brook GI corridor should form the basis of this.~~ Careful design of this corridor will be required to ensure that the route is perceived as safe for pedestrians and cyclists and is well used.
- 8.53 It will be important that development is phased and focused in certain areas of the Enterprise Area, together with provision of appropriate temporary and other employment uses to build and maintain development momentum and contribute towards infrastructure delivery. Whilst the site has significant potential in the short, medium and long term it is important that development is phased in relation to the provision of on and off site infrastructure and mitigation of contaminated land constraints.

8.53a The full development of the site will rely on the completion of the Northern Orbital Route, to allow for appropriate access to the whole of the Enterprise Area. This road performs an important role as part of a wider traffic route for the northern edge of Corby, as well as providing a spine through the Enterprise Area. The design criteria for this route should be reviewed, as there are few existing plot access points other than main roundabout junctions planned. It is important that this route is safe and pleasant for walking and cycling, where possible including the provision of large trees to line and identify this route. Road infrastructure off-site will need ~~is currently not able to accommodate additional levels of traffic and would have to be improved in order for large scale development to be accommodated.~~

## **POLICY 27 – ROCKINGHAM MOTOR RACING CIRCUIT ENTERPRISE AREA**

The Enterprise Area identified on the Policies Map will be a focus for employment development within and beyond the plan period. Development proposals must include a land remediation strategy for the decontamination of the site and should demonstrate how, subject to viability, the proposal will contribute towards infrastructure requirements for the Enterprise Area such as phase 2 of the Northern Orbital Road. Development proposals will be supported where they ~~support the will~~ delivery of a mix of high quality employment, particularly in priority employment sectors, high performance technologies and research and development alongside other high quality employment in accordance with an agreed masterplan. Proposals should demonstrate how they relate to the wider area and contribute to delivering the following place shaping principles:

- a) ~~The creation of a distinctive landscaped spine or central boulevard to the development along the route of the Northern Orbital route~~ Road, which allows for pedestrian and cycle movements;
- b) ~~Clear definition of public and private space, High quality internal public realm and main development with frontages facing onto the main routes including the Northern Orbital Route where feasible, and high quality public realm and landscape treatment to help create a strong and identifiable image for the area;~~
- c) ~~The establishment of a strong green infrastructure corridor along the Willow Brook, which links connects to the Gretton Brook via a series of green infrastructure strips. The corridor will act as a natural habitat, whilst at the same time forming the a pedestrian and cycling spine route through the development, creating a route that linkings Corby town centre and Priors Hall with development that includes green businesses and technologies;~~
- d) ~~The creation of a~~ A landscape/green infrastructure corridor along the Gretton Brook which provides an opportunity for wildlife connections into the plantation as well as along the stream course itself;
- e) ~~Ensuring that the development protects, and where possible, enhances the setting of Weldon Lodge and heritage assets and setting at Kirby Hall;~~
- f) ~~Provision of a small local centre within the site to provide small scale service or convenience shopping facilities to cater for employees within the area;~~
- g) ~~Not increasing the visual impact of the existing built structures.~~