

**Northampton Central Area  
Action Plan:  
Final Sustainability  
Appraisal**

**Non-Technical Summary**

**Northampton Borough Council**

**Date: January 2013**

# 1: Introduction

In October 2012, the Central Area Action Plan (CAAP) being prepared by Northampton Borough was found Sound by the Inspector. The Plan provides a series of consistent and clear policies aimed at securing the improvement and extension of Northampton's Central Area whilst seeking to protect the town's historic built character and open spaces. The CAAP takes into account other current and emerging plans and strategies including the East Midlands Regional Spatial Strategy and the West Northamptonshire Joint Core Strategy which provide the overarching strategic principles for the CAAP.

The Council has now adopted the CAAP and this Sustainability Appraisal, which accompanies the final plan. The Plan now forms part of the Northampton Local Development Plan. The CAAP replaces some of the saved policies contained within the Northampton Local Plan (1997). The CAAP is an important a material consideration when it comes to determining planning applications.

The preparation of the CAAP has been subject to a combined sustainability appraisal (SA) and strategic environmental assessment (SEA). The full SA Report establishes the SA Framework and presents a full sustainability appraisal on the CAAP policies. The appraisal provides an understanding about the significant effects these policies have on environmental, social and economic factors.

The SA Report sets out the CAAP's relationship with other relevant plans and programmes. It reviews the relevant characteristics of the current state of the environment (including social and economic indicators) and considers their likely evolution without implementation of the CAAP. The influence of the SA on 'option selection' is taken into account and mitigation measures in response to significant effects are proposed. These are presented with a summary response on how the Council intends to address the mitigation points. Finally a cumulative assessment is given and the Report culminates in a monitoring programme to deal with any significant / uncertain effects identified.

The SA Report is a detailed and technical document. This document comprises the Non-Technical Summary (NTS) of the SA report. The purpose of the NTS is to summarise the main findings of the SA Report in a clear and concise manner to assist decision-makers in understanding what the potential environmental, social and economic effects of the Submission CAAP are likely to be.

This SA report accompanies the final document. An "Adoption Statement" has also been prepared to accompany this final report.

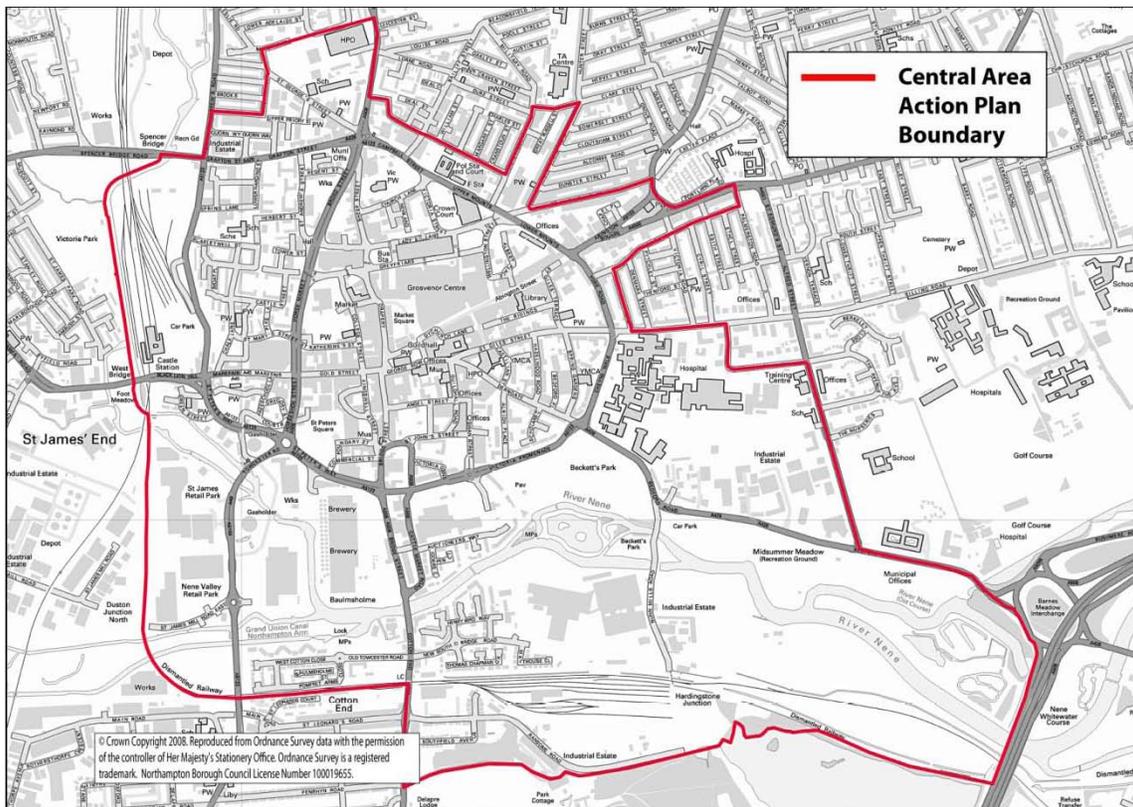
## 2: Northampton Central Area Action Plan

Northampton Borough Council has prepared an Action Plan for the Central Area of Northampton. It sets out how the centre of Northampton will develop in the period to 2026 and beyond. It sets out the Council's vision for the future of Northampton which is underpinned by eight Strategic Objectives:

- Regeneration
- A well designed town centre
- A destination of choice
- A walkable town
- A public transport and cycling
- A safer environment
- Repopulation of the Central Area
- Sustainability

These objectives are supported by 37 policies which will guide future development, embracing but managing change and growth within the Central Area. Included in the Plan is a Sustainable Spatial Strategy establishing policies on design, public realm, green infrastructure and flood risk and water management, an Accessibility and Movement Strategy providing policies to support modal shift and to improve the efficiency and effectiveness of the transport network. Together these policies underpin the Spatial Development Strategy which sets out the Major Site Development Policies including the redevelopment of the Grosvenor Centre and St John's and the regeneration of Castle Station.

Figure 1 shows the boundary of Northampton's Central Area, the area to which the CAAP will apply.



### **3: Methodology of the Sustainability Appraisal**

The purpose of a Sustainability Appraisal is to appraise the social, environmental and economic effects of strategies and policies in a Local Development Document from the outset of the plan preparation process.

#### **3.1: Sustainability Appraisal Stages**

The SA is set out in stages which are explained in more detail below.

#### **3.2: Stage A - Scoping**

The Scoping Stage for the CAAP was carried out in January 2007, the process included:

- A review of all relevant plans, programmes and objectives to establish the policy context of the Pre-Submission Draft CAAP;
- A review of baseline environmental social and economic data within Northampton Central Area
- Identification of the key issues for Northampton

A SA Framework was developed on the basis of the information collected from the Scoping exercise (Table 1). This Framework has been used throughout the appraisal process of the CAAP.

**Table 1: SA Framework**

Topic	CAAP SA Objective	SA questions. Will the Plan lead to...
<b>Air Quality and Noise</b>	<p><b>SA1:</b> Reduce the need to travel, reduce the potential increase in congestion and facilitate modal shift.</p> <p><b>SA2:</b> Avoid sensitive development within areas of high noise levels or poor air quality.</p>	<p>An increase in motor vehicle trips and increased dependence on car use?</p> <p>Sensitive location of new development in areas of high noise levels or poor air quality?</p> <p>Support for the objectives of local air quality action plans?</p> <p>Improvements in existing local public transport infrastructure or access to public transport?</p> <p>Worsening of existing traffic congestion hotspots or improvements to the current situation?</p>
<b>Archaeology and Cultural Heritage</b>	<p><b>SA3:</b> Protect the fabric and setting of designated and undesignated archaeological sites, monuments, structures and buildings, registered Historic Parks and gardens, registered battlefields, listed buildings and conservation areas.</p>	<p>Development that affects listed buildings, conservation areas, scheduled ancient monuments, historic parks and gardens, and historic battlefields and/or their settings?</p> <p>Development being steered to where it can be accommodated in less sensitive areas?</p> <p>Increased awareness and encouragement of the enhancement of the archaeological resource and other aspects of heritage, such as, parks and open spaces, and areas with a particular historical or cultural association?</p> <p>Improvements in access to sites and areas of historical and cultural value?</p> <p>Opportunities for the enhancement of historic assets, townscapes and landscapes?</p>
<b>Biodiversity, Fauna and Flora</b>	<p><b>SA4:</b> Maintain and enhance the structure and function of habitats and populations of species, including those specifically protected.</p> <p><b>SA5:</b> Increase the land area of UK Biodiversity Action Plan species and habitats within the area.</p>	<p>Avoidance of net loss, damage to, or fragmentation of designated and non designated wildlife sites and populations of habitats and species?</p> <p>Avoidance of harm and enhanced opportunities for protected species and priority species within the Northamptonshire BAP?</p> <p>Opportunities for people to come into contact with robust wildlife places whilst encouraging respect for and raising awareness of the sensitivity of these sites?</p> <p>Development which includes the integration of ecological conditions and contributes to improvement in ecological connectivity in rural and urban areas?</p>
<b>Crime and Community Safety</b>	<p><b>SA7:</b> Improve community safety and reduce crime and the fear of crime.</p>	<p>Changes in crime levels, levels of Anti-Social Behaviour (vandalism, night-time economy, and disturbance) and fear of crime through improvements to the environment, layouts of streets and public space, passive surveillance, lighting etc?</p>

Topic	CAAP SA Objective	SA questions. Will the Plan lead to...
		<p>Leisure facilities for young people at the neighbourhood level including consideration of provision as part of large new residential developments?</p> <p>The creation of communities where people feel safe, particularly within Spring Borough's area of Castle Ward?</p>
<p><b>Energy and Climatic Factors</b></p>	<p><b>SA8:</b> Support the provision of development projects and infrastructure which lead to energy efficient buildings, a reduction in carbon emissions and the provision of 'affordable warmth'. Limit the risk to people and properties from the effects of climate change.</p>	<p>Developments which are energy efficient in their design and construction?</p> <p>An increase in the local/on-site renewable energy generating capacity?</p> <p>A reduction in carbon emissions from energy use and transport?</p> <p>Encourage the consideration of climate change adaptation within planning and design?</p>
<p><b>Health and Well Being</b></p>	<p><b>SA9:</b> Improve health and reduce health inequalities.</p>	<p>Improvements to existing health services?</p> <p>Enhanced access to all health services?</p> <p>Healthier lifestyles?</p>
<p><b>Labour Market and Economy</b></p>	<p><b>SA10:</b> Create high quality employment opportunities and develop a strong culture of enterprise and innovation.</p>	<p>An adequate supply of land and skills to meet the requirements of key growth sectors and fully exploit locational/economic opportunities?</p> <p>Increased vitality of the town centre e.g. through promoting the town centre as a business and retail location?</p> <p>Encourage higher order employers into the Borough?</p> <p>Improve access to jobs for local people from all sectors of the community?</p>
<p><b>Landscape and Townscape</b></p>	<p><b>SA11:</b> Ensure that the quality, character and local distinctiveness of the landscape and townscape, and the features within them, are conserved and enhanced.</p> <p><b>SA12:</b> Enhance the form and design of the built environment.</p> <p><b>SA13:</b> To provide a strategic network of green infrastructure for West</p>	<p>The protection and enhancement of local distinctiveness and contribution to a sense of place (through the use of town design statements, parish plans, conservation area appraisal)?</p> <p>The amalgamation of plot sizes and / or loss of the historic street pattern?</p> <p>Design and construction methods which are sensitive to the local townscape / landscape character (e.g. detailed design codes, concept statements, masterplans and area action statements which raise the standard of design in new development and recognise local distinctiveness)?</p> <p>The provision of Green Infrastructure assets and networks (including green open space and river/canal corridors) and ensure that this is linked into new and existing developments, to improve the</p>

Topic	CAAP SA Objective	SA questions. Will the Plan lead to...
	Northamptonshire, which will assist in the dispersal and natural migration of species and provide opportunities for linking communities to multi-functional green spaces.	connectivity of green spaces and green networks and assist in the dispersal and natural migration of species?
<b>Material Assets</b>	<b>SA14:</b> Ensure that the housing stock and associated infrastructure meets the needs of the local people.	Sufficient housing (including affordable) and employment land to meet identified needs? Appropriate social, transport, waste and sewerage infrastructure? Adequate access to and maintenance of high quality, high value open space, sport and recreational facilities? A reduction in town centre retail vacancies?
<b>Population</b>	<b>SA15:</b> To develop and maintain a balanced and sustainable population structure with good access to services and facilities.	A well balanced and sustainable population growth and meet local needs locally wherever possible? Improved access to appropriate facilities, employment and the countryside particularly by public transport, for all sectors of the community?
<b>Social Deprivation</b>	<b>SA16:</b> To reduce spatial inequalities in social opportunities.	Development which addresses levels of social inclusiveness within the Central Area, particularly with respect to: - Access to local services in Improved provision of key services including healthcare and education? - Access to affordable housing?
<b>Soil, Geology and Land Use</b>	<b>SA17:</b> Reduce land contamination. <b>SA18:</b> Make the most efficient use of land.	Appropriate Brownfield development and encourage the reclamation and re-use of contaminated land? Appropriate site investigation and risk assessment, appropriate remediation and the safe disposal of contaminated land? Sustainable housing densities?
<b>Waste</b>	<b>SA19:</b> Reduce waste generation and disposal, increase reuse and recycling and achieve the sustainable management of waste.	A reduction in the amount of waste generated by development and land use change? Development which uses re-cycled materials and makes provision for recycling / composting in all new development?

Topic	CAAP SA Objective	SA questions. Will the Plan lead to...
<b>Water</b>	<p><b>SA20:</b> Maintain and continue to improve the quality of ground and river water.</p> <p><b>SA21:</b> Reduce the risk of flooding.</p> <p><b>SA22:</b> Improve efficiency of water use.</p> <p><b>SA23:</b> N/A (not within plan area)</p>	<p>Development where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?</p> <p>Water efficient design and reduction in water consumption?</p> <p>Development which corresponds with EA flood risk and alleviation advice especially as regards building on the floodplain?</p> <p>Development likely to affect the water quality and the ecological status of groundwater and surface water?</p> <p>Will it help to promote access to waterways and support Green Infrastructure initiatives?</p> <p>Will the plan lead to development which incorporates sustainable drainage systems (SuDS) where appropriate including their long term maintenance, to ensure that there is no increase (and if possible a reduction overall) in flood risk?</p>
<b>Education and Training</b>	<p><b>SA24:</b> Increase opportunities to participate in lifelong learning through the provision of appropriate infrastructure and facilitating access to opportunities.</p>	<p>Adequate educational infrastructure associated with new residential developments.</p> <p>New or improved education and training facilities well located in relation to walking, cycling and public transport routes.</p>

### **3.3 Stage B: Options Assessment**

Once the Scoping exercise was complete and the SA Framework developed the CAAP Issues and Options Paper (2007) was assessed with the aim of assisting in the selection of the preferred approach. This is in keeping with SA guidance, which stipulates that effects of the strategic options should be identified. The Issues and Options Paper was assessed by means of:

- A strategic assessment of the Spatial Vision and Strategic Objectives;
- An assessment of the site selection criteria to ensure that appropriate sustainability criteria are incorporated into site selection; and
- An assessment of the design principles to ensure that sustainability is incorporated into the preferred approach.

A combination of expert judgement, analysis of baseline data and analysis of GIS constraints maps were used to judge the effects of the Issues and Options.

### **3.4 Stage C: Assessment of the Pre-Submission Draft CAAP and Production of the SA Report**

Following the appraisal of the Issues and Options Paper the Council produced the Emerging Strategy (2009) followed by the Pre-Submission Draft CAAP (2010). An appraisal was not required for the Emerging Strategy given the stage of Plan development. The Pre-Submission Draft was the next milestone for the appraisal process. Prior to publication of the Pre-Submission Draft all the policies were assessed for their effects on sustainability. Matrices were used to identify the effects of each policy in relation to the individual SA topics. A combination of expert judgement and analysis of baseline data has been used to finalise the appraisal results. A level of significance was assigned to each potential effect, using the following criteria:

- How valuable and vulnerable is the receptor that is being impacted?
- How probable, frequent, long lasting and reversible are the effects?
- What is the magnitude and spatial scale of the effect?
- Are the effects positive or negative?

Using these criteria the assessor appraised the policies to establish how the plan will (or will not) achieve the SA objectives. Following this exercise the Pre-Submission CAAP and the SA Report were subject to consultation. Since the publication of the Pre-Submission Draft progress has been made on the proposal to redevelop and extend the town's principal retail offer via the redevelopment of the Grosvenor Centre. The plans will involve the demolition of the existing Greyfriars bus station. The Council has subsequently completed a study on alternative locations suitable for the provision of a new and accessible Bus Interchange. The preferred site had previously been identified for retail use in the Pre-Submission CAAP. Therefore a new site was sought to replace the shortfall in retail allocation.

Whilst these changes did not alter the strategic approach of the Submission CAAP they were significant enough to require an amendment to the SA Report. This ensures that the alternative sites have been appraised and to assist in understanding the effects these changes may have had on the sustainability of the Plan.

The Submission SA Report was submitted with the Plan to the Planning Inspectorate for Examination. In addition, changes to national planning policy resulted in Northampton Borough Council undertaking an assessment of alternative strategies. This helped to demonstrate that, even if the Regional Plan was revoked, that the options selected had the least impact on the Sustainability Topics.

During the Examination, the Inspector requested that some changes were made to the plan. To ensure that the changes were consistent and to help monitor the impacts of the changes, a review was made. This was published with the Main Modifications. These changes are all recorded in this Appraisal, which is the final SA that accompanies the adopted plan.

This Appraisal is accompanied by an SA Adoption Statement that outlines how the SA process and consultation process influenced the development of the plan.

## 4: The Policy Context and Sustainability Baseline

### 4.1: Relationship with other plans and programmes

In order to assist with setting the scope of the SA, a review was undertaken of other relevant plans, policies, programmes (PPPs) and objectives. This review identified recommendations for how the CAAP should address specific issues. The review is contained in Appendix A of the SA report, and a summary is provided below of how the Plan has taken account of other PPPs and objectives.

**Table 2: How Plan takes account of other PPPs and Objectives**

<b>Air quality and noise</b>	The CAAP will support the achievement of targets set for the improvement of air quality. This will be achieved through a number of measures which include encouraging modal shift through better provision for pedestrians and cyclists and improving public transport facilities to increase patronage. The siting of new developments close to amenities/public transport infrastructure/employment will encourage less reliance on cars.
<b>Archaeology and cultural heritage</b>	The CAAP promotes design excellence and aims to ensure that new development reflects existing character areas
<b>Biodiversity, flora and fauna</b>	The CAAP makes policy provision with respect to biodiversity through the requirement for development to deliver and or contribute to the provision of green infrastructure which includes open space as well as extending and enhancing the green corridors
<b>Energy and climatic factors</b>	The CAAP makes policy provision for the adaptation to climate change by requiring source control techniques such as green roofs, sustainable urban drainage, trees and other mitigating factors and through measures to manage flood risk including no net increase to the flow of surface water
<b>Landscape and townscape</b>	The CAAP aims to promote design excellence and ensure that new development reflects existing character areas
<b>Soil, geology and land use</b>	The majority of development in the CAAP is likely to be on previously developed land which will ensure an efficient use of land
<b>Water</b>	The CAAP states that all development will need to conform to the Code for Sustainable Homes, which incorporates targets related to water use. Policy 6 addresses flooding and adequate drainage to reduce pollution
<b>Waste</b>	Waste is not addressed in the CAAP. However, the plan states that all development will need to conform to the Code for Sustainable Homes standards, which incorporate targets related to recycling and waste

<b>Social Issues</b>	The CAAP aims to improve the public realm and contribute to the green infrastructure of the town, it is seeking to provide new housing, better leisure and recreation opportunities and jobs. All these factors will have positive effects on health and crime
<b>Material assets and economic issues</b>	The CAAP aims to regenerate the town centre and its employment base, including retail capacity, office and business uses and leisure uses

## 4.2 The Sustainability Baseline

Baseline information was collected to identify what the sustainability issues were for the Central area in relation to the SA Topics. The baseline was set out in a suite of topic papers. A summary of the key issues is provided below (Table 3).

**Table 3: Key baseline issues and future baseline**

Issue	Likely future baseline (in the absence of the plan)
<b>Air quality and noise</b>	
Principal pollution source affecting air quality is vehicular traffic. There are three AQMAs in the Central Area. The Borough Council are beginning preparation on a borough wide action plan to address issues of poor air quality in identified areas and measures to safeguard air quality for Northampton as a whole	Modelling illustrates a probable increase in traffic as a result of growth in future years. There are likely to be reductions in transport funding over the next few years due to general reductions in public spending. Available funding will probably be targeted at sustainable transport initiatives. Without a coordinated approach to deliver the package of measures needed, the implementation of a sustainable transport system in the Central Area is compromised which will lead to a decline in air quality for future years
Congestion has been identified as a major issue on key roads in the Central Area, with several roads experiencing Annual Average Daily Traffic Flows above the Local Authority Air Quality Management (LAQM) guidance of 10,000, including the A43, A508, and A5123. Congestion problems have also been identified on the Northampton inner ring road.	As with the discussion above, congestion is also likely to get worse.
The Central Area contains both the main train and bus terminus for Northampton as well as containing several sections of cycle way and footpaths. This should facilitate sustainable travel.	As with the discussion above, sustainable travel options will be compromised-
Noise is an issue in the Borough of Northampton, with the number of complaints increasing. However, no particular problem areas have been identified. The majority of complaints are related to traffic and neighbourhood noise.	Noise problems related to traffic may increase. There is uncertainty regarding what will happen to neighbourhood noise in the future baseline.
<b>Archaeology and cultural heritage</b>	
There are a large number of designated places of archaeological, architectural and historic importance in the Central Area (including two Scheduled Monuments and a significant number of Grade I, Grade II*	Without the Plan the value of the designated areas might be compromised by inappropriate development that does not sufficiently take account of Heritage Assets. In addition, there is the threat due to poorer performance of the town centre that the incentive to invest in

Issue	Likely future baseline (in the absence of the plan)
and Grade II listed buildings). There are also other buildings of cultural value (that are not necessarily listed).	existing buildings / places that have a high heritage value is diminished. This might increase heritage assets at risk.
There are currently 20 Conservation Areas in the Borough of Northampton, of which four are located within the boundary of the Central Area, two cross the boundary and two are located immediately outside.	English Heritage in its consultation response to the scoping report indicated that there are historic buildings and other buildings within the Conservation Areas that have poor quality shop fronts. This is both an historic environment and townscape issue that needs to be addressed. There are a number of unused or underused buildings including upper stories. This results in the deterioration of these buildings which may lead to degradation in the Conservation Areas in the future baseline.
Council designated the majority of the Central Area as an Area of Acknowledged Archaeological Value.	As long as planning procedures are followed during development, the land within these areas should be protected and remain of value in the future.
<b>Biodiversity, flora and fauna</b>	
Within the Central Area there are wildlife sites of local importance; there is one retaining a national designation	There is one Local Nature Reserve which as long as planning procedures are followed should continue to be protected
There are several County Wildlife Sites within or adjacent to the Central Area.	As long as planning procedures are followed these County Wildlife Sites should continue to be protected.
A number of BAP Habitats relevant to the Central Area which include, grazing marshes, lowland fens and meadows, rivers, wood pasture and parkland. BAP Action Plans in place.-	There is a need to increase ecological connectivity between rural and urban landscapes through the protection and enhancement of the river and stream network and action should be taken through the Landscape Sensitivity and Green Infrastructure Study. If these procedures are successful the value and the connectivity of these habitats should improve. Climate change will also be important as it could have an effect on water supply and could affect many species of wildlife and their habitats that rely on adequate water supplies. It is not possible to predict accurately the effects of climate change because of the large number of uncertainties.
The otter and water vole are priority species of note for the Central Area with BAP Action Plans in place. Others that might be relevant are linked to the habitat plans noted above-	As long as assessments are made at the detailed planning stage, these species should continue to be protected.
<b>Crime and community safety</b>	

Issue	Likely future baseline (in the absence of the plan)
Overall recorded crime	Within Castle Ward, all crime has decreased between 2009 and 2010 by 15.6% but in St. Crispin crime has increased by 7.3%. If these trends are long term it can be assumed that crime will continue to rise in St. Crispin but will fall in Castle Ward.
Issue of community safety and security in Central Area especially in St Crispin Ward	Although the levels of anti-social behaviour within Castle are average, the levels within St. Crispin are high when compared with the rest of Northamptonshire. If the above trends are accurate, levels of anti social behaviour may increase in St. Crispin ward.
Perception of crime	Trends in perception of crime show that more people (in Northampton in general) feel fairly safe or very safe outside at night compared to the previous year's survey.
<b>Energy and climatic factors</b>	
Increasing need to include climate change adaptation measures within development planning for example to reduce the risk of flooding and subsidence, to decrease, solar gain during summer months and heat loss during winter months and to avoid contribution to the urban heat island effect.	If adaptation measures are included within development proposals the ability of the Central Area to respond positively to a changing climate should improve.
Carbon emissions within the Central Area are increasing from road transport, domestic energy and industrial energy.	Road transport may increase with no plan. This will mean that emissions from transport will increase. In terms of domestic energy the building regulations will be tightened in the future. However, new buildings are only a fraction of the issue. Therefore, unless drastic action is taken emissions from domestic properties will increase. It is not possible to predict what will happen to industrial emissions. Carbon trading schemes may help to reduce emissions from big emitters.
Within Northampton, energy sources are predominantly gas and electricity	At present, there are no large-scale renewable energy schemes in place within the Borough of Northampton which could provide renewable energy to new development schemes within the Central Area. On-site renewable energy technologies are developing in response to Part L of the Building Regulations and targets set in other areas of the UK. The % of energy generated from renewable sources is likely to increase in the future baseline.
<b>Health</b>	
Improving the health of people in the Central Area	People living in the Central Area have lower life expectancy than the average in the Borough, experience higher levels of limiting long term illness, mortality rates are higher and a larger

Issue	Likely future baseline (in the absence of the plan)
	proportion of people perceived their health to be largely "not good" . If these trends continue (in the absence of the regeneration which will be supported by the plan) the health of the residents will get worse.
Improving access to health services	Improving access to has been identified as one of the key programme areas in Northamptonshire’s local modernisation review. In the light of this access to health in the Central Area may improve. However, this is likely to be moderated by budget constraints.
<b>Labour market and economy</b>	
Northampton is a healthy and vibrant business location.	The Town Centre Health Check identifies a number of areas of improvement needed including improvements to the environmental quality of the centre and an increased convenience retail offer. However, without the CAAP to drive development and development quality, the vibrancy of the centre is likely to decrease.
The highest number of Job Seekers Allowance claims is in Castle (part of the Central Area) followed by St Crispin (also in the Central Area)	The levels of unemployment are related to the general health of the national economy. Forecasts are very uncertain at the moment so the future baseline is also uncertain.
<p>Both Castle and St Crispin wards have lower percentages of manager and senior official’s occupations than Northampton and the UK. Castle ward generally has lower proportions of higher skilled occupations and higher proportions of lower skilled occupations than Northampton and Great Britain.</p> <p>St Crispin ward has a higher proportion of professional occupations compared with Northampton as a whole but a similar profile for lower skilled occupations compared with Northampton</p>	The Central Area has a disproportionately small share of knowledge intensive occupations and these will need to increase in order to help people to move to higher order occupations. This is reliant on the general growth in the economy which is currently uncertain.
<b>Landscape and townscape</b>	
<p>Many areas of the town are good in terms of townscape and these correlate closely with the retained historic street pattern and building fabric.</p> <p>The areas where there has been greatest intervention in the building fabric correlate with the areas of poor townscape quality.</p>	The CAAP updates existing planning policy establishing an integrated approach to promoting design excellence. Without this poor quality development could continue to be permitted which will result in the further degradation of townscape quality

Issue	Likely future baseline (in the absence of the plan)
Whilst there are some areas of open and green space within the Central Area, it is scattered and in general, not well connected.	With regard to accessibility, consultation has concluded there are opportunities for improving access; the development of the River Nene Walk from Becketts Park is highlighted as an important example. The Plan currently requires development to make a contribution towards Green Infrastructure (GI) in line the setting and function established on the Proposals Map. Without the Plan it is unlikely sufficient funds will be secured to develop the Central Area's GI. Furthermore there will be no indication of what funds should be spent on so poor connectivity is likely to remain and the quality of existing open space could diminish
<b>Material assets</b>	
Meeting future requirements for residential development.	Northampton's housing allocation increases over the period of the plan indicating that it will need to significantly increase its rate of housing delivery to meet its allocated figures. Without the pro-active planning represented by the CAAP it is unlikely that Northampton will be able to provide enough housing to satisfy future requirements.
Ensuring and appropriate supply of employment land and property.	Without the pro-active planning represented by the CAAP it is unlikely that Northampton will be able to provide enough employment land to satisfy future requirements.
<b>Population</b>	
High population growth and density	Population growth in Northampton is faster than regional and national levels. If this trend continues population will continue to grow in the future baseline.
Population of working age	There is an above average incidence of working age population within the Central Area. If housing and employment needs are not met, which might be a greater risk without the Plan being in place, a population of working age, particularly those with families might not be able to gain access to sufficient residential accommodation and fewer employment opportunities.
Ethnicity	The Central Area has a significantly larger proportion of eastern European, asian residents, and a larger proportion of Mixed, Black and Chinese/other populations. There is no reason to believe that the ethnic makeup of the Central Area will change.
Access to employment	The majority of residents travel less than 2km to work each day. There is no reason to think that this trend will not continue.

Issue	Likely future baseline (in the absence of the plan)
<b>Deprivation</b>	
High levels of deprivation in parts of the Central Area	There are some programmes in place to try and tackle deprivation in the Central Area. However, with general cuts in public spending there may be limits to the improvements that can be made.
High levels of homelessness	With the UK in recession levels of homelessness may increase in the future baseline.
<b>Soil, geology and land</b>	
Maximising the use of brownfield land.	The amount of development that is built on brownfield land should remain high in the Central Area. Nevertheless without the sites identified within the Action Plan, there is a danger that investment would be channelled to out of centre locations.
<b>Waste</b>	
Levels of household waste arising	Household waste generation had been rising year on year within the Borough. However, from 2007 there has been a decrease in household waste generated. Because of the short term nature of this trend it is not possible to gauge whether this will be a long term trend.
Recycling levels	Levels of recycling have been increasing. There is no reason to believe that this trend will change.
<b>Water</b>	
Water provision for housing and employment growth.	Northampton Central Area is located within one of the driest regions in England and with climate change predicted to reduce precipitation in summer months still further, the efficient use of water resources is considered to be a significant issue. Building regulations will become tighter year on year. However, new buildings are only a fraction of the issue. Therefore, unless drastic action is reduce water use the impact of domestic water use will increase.
Flooding.	The Central Area is at risk from fluvial flooding and drainage flooding. However, flooding is generally confined to the watercourse corridors in the west and south of the area. Development should be rolled back from the River Nene watercourse (and consequently flood defences) to create blue corridors and manage the residual risk of flooding.

Issue	Likely future baseline (in the absence of the plan)
Diffuse pollution from urban run off	In the absence of the plan development will not be accompanied by sustainable drainage measures and pollution may increase.
<b>Education and training</b>	
Relatively poor basic skill base within the Central Area.	With the cuts in public spending predicted in future years, skills based training and provision is likely to decrease.
The need to maintain and improve education provision within the Central Area.	With the cuts in public spending predicted in future years, education provision is unlikely to improve significantly.

## 5: Results of the Sustainability Appraisal

### 5.1 Assessing Alternatives

Appraising the CAAP has required all the 'options' to be considered i.e. the appraisal doesn't just consider the preferred option, it must also compare the environmental, social and economic effects of all other options and show why these were rejected in favour of the preferred option.

The Issues and Options Paper presented a number of issues phrased as questions to encourage consultation responses. Therefore, the Paper was deliberately broad in nature. To provide a useful and manageable output at this stage of plan development the SA approach was to:

- Consider the Paper as a whole by assessing the Vision and the Strategic Objectives
- Assess the proposed site selection criteria set out in Issues and Options Paper to ensure that when site assessments were undertaken to determine the preferred options the assessments were based on criteria incorporating the appropriate sustainability indicators
- Assess the design principles set out in Issues and Options Paper to ensure that when taken through to the preferred options document (Pre-Submission) they would be based on the full range of sustainability criteria

The findings are set out in Table 4 below:

**Table 4: The influence of the SA on option selection**

Finding of the SA of the Issues and Options paper	How this is reflected in the Final CAAP
<b>Vision and Objectives</b>	
The vision and in particular the objectives seem to give equal priority to all forms of transport. It would be useful if the balance was shifted towards public transport, cycling and walking and the vision and objectives recognise that modal shift is vital if development is to be sustainable	The vision now refers to a new railway facility. The plan also now has an objective on planning for a walkable town centre and an objective on public transport and cycling.
Strategic Objective 5 would benefit from inclusion of more detail on the natural environment and a reflection of the key role that the river plays in the town	The natural environment is still not explicitly covered in the strategic objectives. The waterside is extensively addressed in the submission document as is improving the town's green infrastructure network.
The vision could be clearer regarding on the principles that sustainable development should be based on. It is unclear what the phrase "encourages and delivers sustainable development" covers	The CAAP makes the point that it forms part of a suite of documents and it does not aim to repeat policies already contained in the Joint Core Strategy, for example. Sustainable development policies are addressed in the Joint Core Strategy.
In terms of energy and climate issues, the vision would benefit from reference to climate proofing and adaptation. The SA scoping report showed that this was likely to be a key issue in the Central Area	The vision does not address climate change. One of the plan objectives is to help create a positive framework for action on climate change. Strategic policies on climate proofing and adaption are contained within the Joint Core Strategy.
As levels of ill health are higher in the Central Area than other areas in the Borough, the vision should refer to providing a safe, comfortable and healthy environment	The strategic objectives refer to providing a safe environment and aim to provide town centre facilities (this would include community facilities). In addition specific action is proposed for areas such as Spring Boroughs which suffers from multiple deprivation.
The vision might benefit from more detail on the economic sectors that are being targeted in the Central Area. For example, the Sub Regional Economic Strategy (SRES) identifies that Northampton has a disproportionately small share of knowledge intensive occupations and that the town centre and Central Area should form a core part of the strategy for achieving this growth in knowledge intensive industries	This is not addressed in the vision and perhaps can be considered to be too detailed a comment to be addressed there. The clear emphasis on providing additional office floorspace in the central area in particular is considered to show a desire to address the accommodation of higher order employment opportunities.
The vision does not address housing need, instead focusing on retail and other employment sectors. This is perhaps unsurprising because of the nature of the Central Area. However, housing (and affordable housing in particular) are key issues and need to be addressed in the vision	It is recognised that housing and affordable housing are key issues. Residential development is now mentioned in the vision with regard to the Waterside. In addition elsewhere in the Plan, site specific issues support the provision of substantial amounts of housing. These sites provide a wide range of housing opportunities to meet identified needs. Strategic policies within the Joint Core Strategy deal with affordable housing requirements (seeking 35%) and are not repeated in the Action Plan.
<b>Criteria for Development Sites Assessment</b>	

Finding of the SA of the Issues and Options paper	How this is reflected in the Final CAAP
<p>The council used the criteria for development sites internally within the council to identify development sites. Several comments were provided to the council regarding these criteria and these were incorporated by the council into their framework to choose development sites to go in the final plan.</p> <p>In addition, the site selection process was also influenced by factors such as progress made on the delivery of key projects, updated technical evidence base on the suitability and availability of sites, and ongoing engagement with key delivery partners.</p>	
<p><b>Design Principles</b></p>	
<p>Code for Sustainable Homes: In line with the <i>West Northamptonshire Development Corporation Planning Principles 2007: A Consultation Guide</i> we recommended the following:</p> <ul style="list-style-type: none"> <li>• Any residential units to be delivered 2010-2012 must meet code level 3 as a minimum;</li> <li>• Any residential units to be delivered 2013-2015 must meet code level 4 as a minimum;</li> <li>• Post 2016 all units must be 'zero carbon' and meet code level 6 as a minimum</li> </ul>	<p>The CAAP does not address this issue. This issue is being addressed in the Joint Core Strategy.</p>
<p>BREEAM: Between 2010-2016 non residential developments meet very good as a minimum and excellent from 2016 onwards.</p>	<p>The levels of BREEAM award that development is expected to achieve will be set by the Joint Core Strategy.</p>

During the Preferred Option (Pre-Submission) stage, additional changes were made to the plan, which included identifying a suitable location for a bus station and subsequently to replace the shortfall in retail allocation required an amendment to the SA Report to ensure that the alternative sites were appraised and to understand the effects these changes may have had on the sustainability of the Plan. The results of this appraisal, for ease of reference, can be found in Table 5 below

**Table 5: The Influence of the SA on Option Selection (New Retail Site and Bus Interchange)**

Finding of the SA	How this is reflected in the Final CAAP
<b>Retail</b>	
<p>The Town Centre is to accommodate 61,000m<sup>2</sup> (gross) of comparison and 4,500m<sup>2</sup> (gross) of convenience floor space in the period to 2026. The following sites were identified as possible retail locations: Abington Street East; The Drapery; Notre Dame; Broad Street; South of Abington Street; St Peter’s Way; Market Walk (Peacock Place)</p> <p>All the sites were shown to offer benefits to their location if they were selected as a new retail site. However, site specific findings highlighted that:</p>	
<ul style="list-style-type: none"> <li>Abington Street East would provide long term significant positive effects to the cultural heritage and townscape and minor positive effects for air quality and noise; bio-diversity, crime and community safety; land use; waste; water; energy and climate and, in the long term, on health and well-being and education and training. This option will increase the attractiveness of the Primary Shopping Area.</li> <li>Some minor negative effects are predicted for the labour market and economy and in the medium term for health and well being; landscape and townscape and for education and training. This is in relation to the loss of high quality employment opportunities and the loss of the library and health clinic</li> </ul>	<p>This option has been selected as a preferred option (Policy 19: Abington Street East) for the Submission CAAP. In response to the minor negative effects the policy stipulates that there is to be a replacement for both the library and health centre and the re-provision of these will mean there will be no net loss of high quality employment and no loss of these key facilities.</p>
<ul style="list-style-type: none"> <li>The Drapery would provide significant positive effects to the cultural heritage, townscape, population and social deprivation objectives of the SA. Minor positive effect are predicted for biodiversity, crime and community safety, energy and climate, health and well-being, employment, material assets, land use, waste and water providing if sufficient weight is given to other policies in the CAAP. It will increase the attractiveness of the Primary Shopping Area</li> </ul>	<p>This option has been selected as a preferred option (Policy 33: The Drapery) for the Submission CAAP.</p>
<ul style="list-style-type: none"> <li><b>Notre Dame:</b> significant harm is likely to be caused with regards to cultural heritage. To make this option more acceptable it would require a significant reduction in floorspace</li> <li><b>Broad Street’s</b> negative impact on townscape could undermine delivery, either due to the need to reduce the amount of floorspace, or limit the size of individual retail units. The development could lead to the loss of a significant leisure destination (Roadmender), therefore requiring a replacement facility</li> <li><b>South of Abington Street</b> would not increase the attractiveness of the Primary Shopping Area significantly enough and it would slightly reduce residential accommodation in town</li> <li><b>St Peter’s Way</b> is outside the Primary Shopping Area (PSA) and therefore likely to compete, albeit indirectly, with the retail units within the PSA. This could undermine the ‘destination’ element of the PSA, impacting on investment and the overall vitality and</li> </ul>	<p>These locations were not selected as preferred options for the Submission CAAP. The Market Walk site, whilst performing well within the SA was not taken through as the preferred option as it did not perform well in relation to technical assessments based on availability, viability and deliverability.</p>

Finding of the SA	How this is reflected in the Final CAAP
<p>viability of the town centre.</p> <ul style="list-style-type: none"> <li>• <b>Market Walk</b> (Peacock Place) performed well in the SA but many of the benefits highlighted would also arise if the retail development was placed elsewhere in the Central Area.</li> </ul>	
<p><b>Bus Interchange</b></p>	
<p>The Grosvenor Centre redevelopment presents the opportunity to replace the existing bus station with something more suited to enhancing the public transport offer and use. The following sites were identified as possible retail locations: Fishmarket (parts owned by NBC); Lady's Lane (On-Street); Lady's Lane (Integrated with Grosvenor Centre); Fishmarket (Whole Site); Upper Mounts Car Park. Each option presented with a number of benefits but site specific findings highlighted that:</p>	
<p><b>Fishmarket (parts owned by NBC)</b> will require consideration over how the site can enhance the setting of Listed Buildings and Conservation Area and how the two uses can be complementary through design and; the 'bullet' relating to Sheep Street should be extended to cover the Drapery and Conservation Area to ensure that disruption is minimal.</p> <p>In addition routine monitoring of air quality and surface water should be carried out to ensure against an adverse impact on the immediate area.</p>	<p>This option has been selected as a preferred option (Policy 8: Bus Interchange: Fishmarket) for the Submission CAAP.</p> <p>The Policy stipulates the need for building frontages to positively address the character, setting and scale of adjoining buildings, Sheep Street and the wider townscape. In addition the policy will conform with the Joint Core Strategy (Policy BN5: Historic Environment) and the CAAP (Policies 2: Design Excellence; 4: Public Realm). Together these policy measures will ensure the impact of the development on the historic environment will be minimized. In addition the Council are working closely with English Heritage during the pre-application discussion for the Bus Interchange to ensure that the future design and massing of the new bus interchange is sympathetic and reflective of its setting and wider context.</p> <p>The monitoring of air quality and surface water will be carried out in line with the requirements of environmental legislation. In this instance the Borough Council's Regulatory Services Team monitor air quality as part of the Council's Local Air Quality Management duties and the Environment Agency are responsible for water quality.</p>
<ul style="list-style-type: none"> <li>• <b>Lady's Lane (On-Street)</b> would mean locating the existing services of Greyfriars bus station on-street in Lady's Lane. This</li> </ul>	<p>These locations were not selected as preferred options for the Submission</p>

Finding of the SA	How this is reflected in the Final CAAP
<p>will lead to uncertainty with respect to the protection of the historic environment and townscape. Without some detailed technical analysis there is uncertainty about the effect this number of buses will have on air quality and climatic factors without the filtering technology available in an interchange facility.</p> <ul style="list-style-type: none"> <li>• <b>Lady’s Lane (Integrated with Grosvenor Centre)</b> would have to be delivered at the same time as the Grosvenor Centre redevelopment. The existing bus station would have to be demolished and all bus services temporarily relocated until completion of the new Bus Interchange c.2017. This will lead to considerable disruption in service provision and is likely to have an adverse effect on modal shift. There are also a number of uncertainties in relation to meeting social needs and ensuring there is good provision to access and services. The development may limit / reduce the potential to provide new commercial / retail floor space as part of the overall proposal</li> <li>• <b>Fishmarket (Whole Site)</b> The appraisal was the same as the preferred option.</li> <li>• <b>Upper Mounts Car Park:</b> The northern part of the site may be too far away from the main retail area for some groups such as the disabled and elderly. In addition users of the facility will have to cross a heavily trafficked Lady’s Lane. Any pedestrian friendly solution may have an impact on the wider highways network to allow a consistent pedestrian flow north / south over Lady’s Lane. The fragmentation from the town centre could lead to an increased vulnerability of facility users resulting in crime or an increased fear of crime</li> </ul>	<p>CAAP. With relation to the <b>Fishmarket (Whole Site)</b>, this was not selected as it did not perform well in relation to technical assessments based on availability, viability and deliverability as the Borough Council do not own the whole site.</p>

Once this work was completed and consulted on, the council published the Submission report and Plan. This was the final Plan. However, during the examination, the Inspector proposed some changes to the plan, known as “Main Modifications”. The changes were screened to see if they would have an impact on the SA topics. The main difference between the Submission Plan and the final version was the inclusion of a “model” policy, which is required by the government.

#### 5.4 Difficulties encountered in the assessment

SA is a strategic assessment and the main difficulty encountered during the assessment of the plan was the lack of detail available on how policies are likely to be implemented. A ‘precautionary approach’ was adopted especially with qualitative judgements, and mitigation has been suggested if there is any doubt as to the effect of the plan. However, an approach to significance has been adopted for the assessment which focuses more on the achievement of the SA objectives and on the improvement of the existing baseline information.

#### 5.2 The assessment of the Submission CAAP

##### Significant Effects

Matrices were used for the CAAP appraisal, which assessed the policies against each of the different topics. These identified the effects each policy had in relation to the individual SA topics. A level of significance was

assigned to each potential effect. The range of effects included: Uncertain; significantly negative; minor negative; neutral; minor positive; significantly positive. Table 6 sets out the findings of the SA in terms of significantly positive or significantly negative effects

**Table 6: The Significant Effects of the CAAP**

<b>Policy</b>	<b>Significant Positive Effect On...</b>	<b>Significant Negative Effect On...</b>
<b>Vision</b>	Social deprivation	
<b>Strategic Objectives</b>	Crime and community safety; Labour market and economy; Population; Social deprivation; Soil, geology and land use	
<b>Presumption in Favour of Sustainable Development</b>	Labour market & economy; Material assets; Social deprivation; Soil, geology & land use; Education and training	
<b>Policy 1</b> Design Excellence	Archaeology & cultural heritage; Crime and community safety; Landscape & townscape	
<b>Policy 2</b> Tall Buildings	Archaeology & cultural heritage; Landscape & townscape; Population; Soil, geology and land use	
<b>Policy 3</b> Public Realm	Material assets	
<b>Policy 4</b> Green Infrastructure	Energy & climatic factors; Landscape & townscape	
<b>Policy 5</b> Flood Risk	Biodiversity, fauna and flora; Energy & climatic factors; Landscape & townscape; Material assets; Water	
<b>Policies 6 to 10</b> Transport	Labour market and economy; Landscape & townscape; Material assets;	
<b>Policies 11 to 12</b> Boundary and PSA	Labour market and economy	
<b>Policies 13 and 14</b> Retail	Labour market and economy; Landscape & townscape; Population;	

<b>Policy</b>	<b>Significant Positive Effect On...</b>	<b>Significant Negative Effect On...</b>
	Social deprivation;	
<b>Policy 15</b> Office and Business Uses	Material assets	
<b>Policy 16</b> Central Area Living	Population; Social deprivation; Soil, geology and land use	Air quality and noise, the policy is likely to have an adverse impact on the AQMAs in the vicinity of Great Russell Street and Bridge Street
<b>Policy 17</b> Grosvenor Centre	Air quality and noise; Archaeology & cultural heritage; Crime and community safety; Health & well being; Labour market and economy; Landscape & townscape; Material assets; Population; Social deprivation	
<b>Policy 18</b> Abington Street East	Archaeology & cultural heritage; Labour market and economy	
<b>Policy 19</b> Castle Station	Air quality and noise; Archaeology & cultural heritage; Labour market and economy; Landscape & townscape; Material assets	
<b>Policy 20</b> St John's	Labour market and economy; Landscape & townscape; Material assets; Population	Air quality and noise, the policy is likely to have an adverse impact on the AQMAs in the vicinity of St John's Church
<b>Policy 21</b> Angel Street	Archaeology & cultural heritage; Labour market and economy; Landscape & townscape; Material assets; Population	
<b>Policy 22</b> Bridge Street	Labour market and economy; Material assets; Population	
<b>Policy 23</b> Upper Mounts / Great Russell Street	Archaeology & cultural heritage; Health and well being; Labour market and economy; Landscape & townscape; Material assets; Population	Air quality and noise, the policy is likely to have an adverse impact on the AQMAs in the vicinity of St Michael's Road AQMA
<b>Policy 24</b> Spring Boroughs	Archaeology & cultural heritage; Health and well-being; Labour market	Air quality and noise, the policy is likely to have an adverse impact on the AQMAs in the vicinity of the Grafton Street/Broad Street AQMA

Policy	Significant Positive Effect On...	Significant Negative Effect On...
	and economy; Landscape & townscape; Material assets; Population	
<b>Policy 25 to 30</b> The Waterside Policies	Biodiversity, fauna and flora; Health and well-being; Labour market and economy; Landscape & townscape; Material assets; Population; Water; Education and training	
<b>Policy 31</b> Market Square	Crime and community safety; Health and well-being; Labour market and economy; Landscape & townscape; Material assets; Population; Social deprivation	
<b>Policy 32</b> Drapery	Archaeology & cultural heritage; Landscape & townscape; Population; Social deprivation	
<b>Policy 33</b> Freeschool Street	Archaeology & cultural heritage; Health and well-being; Labour market and economy; Landscape & townscape; Material assets; Population; Social deprivation	
<b>Policy 34</b> Former Royal Mail Sorting Office	Archaeology & cultural heritage; Biodiversity, fauna and flora; Health and well-being; Landscape & townscape; Material assets; Population; Social deprivation	Air quality and noise, the policy is likely to have an adverse impact on the AQMAs in the vicinity of the Barrack Road AQMA
<b>Policy 35</b> Telephone Exchange	Biodiversity, fauna and flora; Landscape & townscape; Material assets; Population; Social deprivation	
<b>Policy 36</b> Infrastructure Delivery	Air quality and noise; Labour market and economy; Material assets; Population;	

## **Cumulative Effects**

In addition to the significant effects cumulative effects were identified i.e. where several developments may have a number of insignificant effects but together these create a significant effect; or where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect. These are set out in Table 7

**Table 7: The Cumulative Effects of the CAAP**

Plan / Programme / Project	Potential cumulative effect	Mitigation / enhancement measures needed
<b>Infrastructure Projects</b>		
Improvements to roads serving development in north-west Northampton including the Sandy Lane Relief Road and Northampton North West By-Pass	<p>The policies in the West Northamptonshire Joint Core Strategy and the CAAP seek to encourage modal shift, require travel plans for new developments, ensure enhanced routes for walking, cycling and public transport as well as enhanced public transport services. The policy basis is set out below under the heading: Cumulative Effects of Different Policies in the Plan.</p> <p>Application of these policies should result in a reduction in unnecessary car use, so the network improvements will support economic growth and prosperity rather than encouraging any additional local commuter traffic.</p> <p>Therefore the cumulative effects from these road improvements with relation to air quality impacts is <b>uncertain</b> however, the wider policies in the WNJCS and CAAP are likely to ensure that the cumulative effect will be a <b>minor positive</b>.</p>	
Upgrading Northampton radial routes - Lumbertubs Way, Kingsthorpe Corridor and connections through to Dallington Grange and Kings Heath	<p>The comments for this project are the same as those above. Therefore the cumulative effect from these road improvements with respect to air quality impacts is <b>uncertain</b> however, the wider policies in the WNJCS and CAAP are likely to ensure that the cumulative effect will be a <b>minor positive</b>.</p>	
<b>Plans and Programmes</b>		
<b>West Northamptonshire Joint Core Strategy (WNJCS) Pre-Submission (2011)</b>	<p>The Plan sets out the long term vision and objectives for west Northamptonshire up to 2026. Northampton is identified as a principle urban area the Town Centre highlighted as the focus for high quality retail, employment and leisure, a town centre 1<sup>st</sup> approach. The regeneration of Northampton will be supported by the following sustainable urban extensions:</p> <ul style="list-style-type: none"> <li>• Northampton Kings Heath</li> <li>• Northampton North</li> <li>• Northampton North of Whitehills</li> <li>• Northampton South</li> </ul>	None

Plan / Programme / Project	Potential cumulative effect	Mitigation / enhancement measures needed
	<ul style="list-style-type: none"> <li>• Northampton South of Brackmills</li> <li>• Northampton Upton Park</li> <li>• Northampton West</li> </ul> <p>The plan is therefore likely to have similar cumulative effects in relation to transport and resource use as the CAAP does. The policy basis in relation to mitigating these effects is set out below under the heading: Cumulative Effects of Different Policies in the Plan. With these policies in place it is considered that any cumulative effect is likely to be a <b>minor positive effect</b></p>	
<p><b>Northamptonshire Transport Plan (NTP) (2012).</b></p>	<p>The key infrastructure projects that will impact on the plan area but which fall outside of the plan remit are set out above in the Infrastructure Projects section. The NTP does commit to improvements on the Northampton Town Centre network to enable key town centre developments to progress on the basis of a joined up approach. In addition it commits to developing sustainable links between Brackmills and Northampton Town Centre including further investigation of the old railway line option.</p> <p>Both these commitments are supported by the CAAP transport policies (7 to 11) which will ensure any progression towards them will support the principle of modal shift and improve the efficiency and effectiveness of the transport network.</p> <p>The NTP considers transport issues under a set of objectives which look at the growth agenda, creating sustainable communities, providing access to information and transport choice, supporting economic growth, reducing the effect of travel on the built, natural and historical environment and prioritising projects. In summary the NTP is seeking to encourage modal shift while improving the effectiveness and efficiency of the existing network. The objectives and subsequent policies are complimentary to CAAP policy.</p> <p>There is likely to be a <b>minor positive cumulative effect</b> as a result of this Plan and the policies it contains</p>	<p>None</p>
<p><b>Minerals and Waste Development Plan Document Core Strategy Adopted Plan (May 2010)</b></p> <p><b>Locations for Mineral Development,</b></p>	<p>There are no mineral sites allocated in the Central Area. There are also no Mineral Safeguarding Areas affecting the Central Area.</p> <p>According to the Core Strategy, significant integrated waste facilities and the majority of advanced treatment facilities should be located within the central spine (of which Northampton forms a key part). Policies W1 – W3 of the <i>Locations for Waste Development Document</i> allocate waste management sites (including some in Northampton). None of these sites are in the Central Area. As no sites are allocated in the Central Area there will be</p>	<p>None</p>

Plan / Programme / Project	Potential cumulative effect	Mitigation / enhancement measures needed
<p><b>Development Plan Document Adopted (March 2011)</b></p> <p><b>Locations for Waste Development, Development Plan Document Adopted (March, 2011)</b></p>	<p><b>no direct cumulative effects.</b> However, the fact that a strategic waste management site will be located on the outskirts of Northampton is positive because this means that the waste produced by the development in the Central Area will be treated near to source. This will reduce the miles travelled and this will have a <b>positive effect</b> on carbon emissions. The significance of this effect is not certain because the exact location and amounts of waste are unknown.</p>	
<p><b>Cumulative Effects of Different Policies in the Plan</b></p>		
<p><b>Effects of increased traffic</b></p> <p>The development policies may mean an increase in the number of vehicles entering the Central Area creating congestion and affecting traffic flow. This could also have 'knock-on' consequences for air quality, noise, townscape and heritage.</p>	<p>The transport policies for the CAAP have been developed to encourage modal shift and where this isn't possible to improve the efficiency and effectiveness of the existing network to improve capacity and flow.</p> <p>Transport modelling shows that with signal optimisation and junction improvements traffic flows will improve and current capacity levels can be maintained. A point of entry car parking strategy could remove up to 53% of vehicles from town centre traffic. The policy on parking seeks to reduce unnecessary provision of private non-residential parking, encouraging commuters to use more sustainable forms of transport. Improvements to the pedestrian, cycling and public transport environments will also support a move away from unnecessary car trips.</p> <p>The result of all these measures should be to encourage modal shift and offer real alternatives to the private car. The aim is to maintain or reduce existing vehicular numbers despite the proposed regeneration of the Central Area.</p> <p>There is likely to be a <b>minor positive effect</b> on the reduction of vehicles entering the Central Area and as a consequence no adverse effects on air quality, noise, townscape and heritage</p>	<p>None</p>
<p><b>Effects of resource use</b></p> <p>The development in the Central Area could put great pressure on natural resources including energy, minerals and water as well as an increase to waste generation.</p>	<p>There is likely to be a large amount of development in the Central Area over the next few years and this could put great pressure on natural resources such as energy, minerals and water and could cause waste generation to increase.</p> <p>The CAAP stipulates it is to be read and interpreted in the context of the West Northamptonshire Joint Core Strategy (WNJCS). The WNJCS sets out the wider strategic policies for West Northamptonshire including those for sustainability. Policy S10 makes requirements on development in relation to material sourcing, waste, energy and water. It establishes the minimum level that developments must meet in relation to the Code for Sustainable Homes and / or BREEAM both of which also incorporate targets relating to prudent and efficient usage of natural resources. There are also policies relating to the</p>	<p>None</p>

Plan / Programme / Project	Potential cumulative effect	Mitigation / enhancement measures needed
	<p>green infrastructure (BN1), biodiversity (BN2) Flooding (BN7).</p> <p>In association with the WNJCS the CAAP provides a local level policy (Policy 2) which promotes design excellence. Design for energy and resource efficiency is a requirement for new development proposals.</p> <p>Therefore it is likely that the CAAP will lead to a <b>minor positive effect</b> on natural resources.</p>	

### **5.3 Mitigation and enhancement measures**

Where the SA identifies a negative or uncertain effect, mitigation measures have been suggested. Additional enhancement measures have been suggested where appropriate to improve the positive effects of policies. All the mitigation and enhancement measures are set out in the table below.

However, CAAP policies are to be read and interpreted in conjunction with policy set out in the West Northamptonshire Joint Core Strategy. For example, the Spatial Development Strategy of the CAAP is underpinned by the Sustainable Spatial Strategy and the Accessibility and Movement Policies. It is assumed these policies will be read in conjunction with the Major Development Site Policies and therefore there is no purpose in cross referencing policies. During the Examination, the inspector considered this approach and supported it. However, as noted in the introduction, there is an intention to revoke the Regional Plan. Therefore, as the CAAP has been adopted before the Core Strategy, an assessment of strategic alternatives was undertaken. The results of this are set out Appendix B.

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
<p>The WNJCS sets out the wider strategic policies for West Northamptonshire including those for sustainability. The Adoption SA Report will contain the detailed cross referencing between AAP policy and that of the WNJCS policy illustrating that all the issues raised by the SA have been addressed via the AAP and the higher order plan. This information has not been repeated here. See Appendix A for a summary of these policies.</p>		
<p><b>Air Quality and Noise</b>            Improve accessibility / provide good public transport links; assess proximity of proposed sites to existing traffic congestion hotspots and existing AQMAs or known noise sources; include measures to limit vehicle numbers in the Angel Street/St John's area. Ensure bus movements from Bus Interchange do not have an adverse effect on air quality</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b>            Policy 1: Promoting Design Excellence</p> <p><b>Accessibility and Movement</b>            Policy 6: Inner Ring Road; Policy 7: Bus Interchange; Policy 8: Safeguarded Public Transport Route; Policy 9: Pedestrian and Cycling Movement Framework; Policy 10: Parking</p> <p><b>Spatial Development Strategy</b>            Policy 12: Definition of the Primary Shopping Area; site specific policies 17 to 35</p>	<p>Yes - The Presumption in Favour of Sustainable Development Policy , Accessibility and Movement policies and the site specific policies have all been developed to incorporate provisions which will create and / or improve access to good public transport, encourage modal shift and support the development of traffic management measures</p> <p>VISSIM, a transport modelling tool was developed specifically to support policy development in the AAP. It was used to test the impact of sites in relation to congestion hotspots and existing AQMAs. The results have been used to determine mitigation measures for individual developments e.g. junction improvements, traffic management measures etc., which can be implemented to easy traffic flow and limit vehicle numbers where appropriate</p>
<p><b>Archaeology &amp; Cultural Heritage</b>            Urban design elements could be strengthened in relation to the historic environment and townscape. Make provision to reduce impact and secure improvements to listed buildings, conservation areas, scheduled ancient monuments, historic battlefields and / or their settings; increase awareness and enhancement of archaeological resource</p>	<p><b>Sustainable Spatial Strategy</b>            Policy 1: Promoting Design Excellence</p> <p><b>Spatial Development Strategy</b>            Site specific policies 17 to 35</p>	<p>Yes – Policy 1 establishes the need for all new development to preserve and enhance the character, appearance and setting of the Central Area's heritage assets and the need to have due regard to adopted Conservation Area Appraisals and Management Plans. The site specific policies make site specific provision in relation to the locality to ensure regard is given to historic environment and townscape in the design of new development</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
<p><b>Biodiversity, Fauna and Flora</b> Provide detail on the natural environment and key role of the river. Include provision to cover the potential loss / damage to wildlife sites and populations of habitats and species. Include reference to wildlife corridors, provision for green and brown roofs, ecological surveys prior to development (where appropriate) and to protect / enhance biodiversity throughout the Central Area; ensure proposals coming forward which threaten the integrity of the SPA are approached in consultation with Natural England and the Environment Agency to provide appropriate management and mitigation measures. Secure contributions through policy to support the management, conservation and enhancement of natural areas</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 4: Green Infrastructure; Policy 5 Flood Risk and Drainage</p> <p><b>Spatial Development Strategy</b> Site specific policies 17 to 35</p>	<p>Yes - The policies seek to secure development that improves economic, social and environmental conditions for Northampton. Development is required to deliver or contribute to the provision of green infrastructure including opportunities to enhance / extend green corridors and the provision of green roofs. Water courses on developments should be returned to a more natural form.</p> <p>The site specific policies make site specific provision in relation to the locality to ensure regard is given to the creation of new / enhancement of existing natural environments</p> <p>Meetings have taken place with Natural England (NE) to explore concerns in relation to development and its proximity to the Upper Nene Valley Gravel Pits (SPA), in addition the AAP has been amended to take consideration of the requirements set out in the Clifford Hill Management Plan.</p>
<p><b>Crime and Community Safety</b> There should be specific reference for the need to improve community safety and reduce crime in areas designated for new housing development</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7:</p>	<p>Yes - Improving safety, reducing the fear of crime and lowering crime opportunities will be met through the Plan. Policy determines design to plan out crime e.g development enhancing natural surveillance will lead reduce the opportunity for crime and improve the sense of community and well-being. Active frontages and a safe street scene for everyone. Clarity in terms of location and coherent links to improve accessibility and permeability will encourage greater footfall.. Providing new residential development that comprises of a mix of dwelling types, sizes and tenures</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
	<p>Bus Interchange; Policy 8: Safeguarded Public Transport Route; Policy 9: Pedestrian and Cycling Movement Framework</p> <p><b>Spatial Development Strategy</b> Policy 13: Improving Retail Offer; Policy 16: Central Area Living; Site specific policies 17 to 35</p>	<p>will ensure a permanent and balanced population in the Central Area creating community cohesion.</p> <p>In addition, the site specific policies make site specific provision in relation to the locality to ensure regard is given to community safety and crime reduction.</p>
<p><b>Energy and Climatic Factors</b> Provide reference to climate proofing and adaptation. Consider potential to provide energy efficient development and site suitability for the incorporation of local renewable energy generation. Provide guidelines on which technologies would be acceptable. Require developments to provide 20% energy from zero or low carbon technology. Require an energy statement for all new development with respect to an agreed quantum. Buildings should be able to adapt to / mitigate an urban heat island effect. If possible refer to the level of BREEAM and Sustainable Code Standards set out as in the Joint Core Strategy</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 2 Tall Buildings; Policy 4: Green Infrastructure</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7: Bus Interchange; Policy 8: Safeguarded Public Transport Route; Policy 9: Pedestrian and Cycling Movement Framework</p> <p><b>Spatial Development Strategy</b> Site specific policies 17 to 35</p>	<p>These policies seek to secure development that improves economic, social and environmental conditions for Northampton. They make provision for energy and resource efficiency, require impact assessment on tall building proposals which could affect the local micro climate, include features which mitigate climate change effects and encourage modal shift to reduce carbon emissions.</p> <p>In addition, the site specific policies make site specific provision in support of energy efficiency and mitigation in relation to the effects of climate change.</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
<p><b>Health and Well Being</b> The Central Area should provide a healthy environment seeking to improve health and reducing health inequalities. There needs to be provision to improve health services and easy access to green infrastructure, open space and to the cycle / footpath network.</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 4: Green Infrastructure</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 8: Safeguarded Public Transport Route; Policy 9: Pedestrian and Cycling Movement Framework</p> <p><b>Spatial Development Strategy</b> Policy 14: Meeting Retail Capacity; Policy 15: Office and Business Uses; Policy 16: Central Area Living; Site specific policies 17 to 35</p>	<p>Improving health and well-being will be delivered through these policies which seek to secure development to enhance the economic, social and environmental conditions for Northampton. They aim to improve connectivity and permeability on foot and by cycle, to enhance existing and create new footpaths cycleways and green infrastructure thereby providing healthier modes of transport. Meeting retail capacity will provide access to the goods and services people need on a daily basis, office and business facilities will create jobs to reduce levels of unemployment reducing levels of deprivation and providing homes comprising of a mix of dwelling types, sizes and tenures and including affordable housing will ensure housing needs are met.</p> <p>The site specific policies make site specific provision to support the aim of a healthier Central Area through new jobs and homes access to goods and services and greater accessibility by sustainable modes of transport</p>
<p><b>Labour Market and Economy</b> There could be more detail on the economic sectors being targeted in the Central Area. Consider whether sites provide a good location to support the economic development of key growth sectors; what the effects on the vitality of the Central Area might be and the locational requirements of higher order employers.</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 4: Green Infrastructure</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7: Bus Interchange; Policy 8: Safeguarded Public Transport Route; Policy 9: Pedestrian and Cycling</p>	<p>Making provision that improves retail offer and capacity; that creates jobs and provides homes will ensure that the Central Area can develop a healthy labour market and economy.</p> <p>The Town Centre Boundary and the Primary Shopping Area ensure that retail and business locations are appropriately defined / allocated to meet the needs of the employer whilst protecting the vitality of the Town Centre.</p> <p>Good access into and around the Central Area, leisure opportunities and mixed use developments identifying as far as practicable the preferred economic sectors are all features of provision in the site specific policies which will promote the Central Area as an attractive location for employers and their employees</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
	<p>Movement Framework; Policy 10 Parking</p> <p><b>Spatial Development Strategy</b> Policy 11: Town Centre Boundary; Policy 12: Definition of the Primary Shopping Area; Policy 13: Improving the Retail Offer; Policy 14: Meeting Retail Capacity; Policy 15: Office and Business Uses; Policy 16: Central Area Living; Site specific policies 17 to 35</p>	
<p><b>Landscape and Townscape</b> Provision needs to be made with respect to reinforcing local distinctiveness by including reference to sympathetic design in context with the historic townscape, use of appropriate materials, street pattern etc; include reference to avoid canyon effect created by tall buildings; establish the relationship of the proposed Bus Interchange with the Conservation area and how this will be addressed</p>	<p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 2: Tall Buildings; Policy 3: Public Realm</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7: Bus Interchange</p> <p><b>Spatial Development Strategy</b> Policy 13: Improving the Retail Offer; Site specific policies 17 to 35</p>	<p>These policies make specific reference of the need to ensure that new development will positively contribute to the character of an area with regard to the existing urban grain, scale, massing, materials and architectural style of the surrounding buildings. They seek to preserve and enhance the character, appearance and setting of heritage assets.</p> <p>Tall buildings must demonstrate compatibility with the local and wider environment. Changes in the public realm must be consistent with the Public Realm Implementation framework to ensure due regard is given to appropriate materials, pallets and street patterns.</p> <p>The site specific policies make site specific provision to ensure that local distinctiveness is respected and enhanced</p>
<p><b>Material Assets</b> Housing and the associated key issues need to be addressed. Make provision for sufficient affordable housing, appropriate social, transport, waste and sewerage infrastructure. Ensure there is access to and</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 4: Green Infrastructure; Policy 5 Flood Risk and Drainage</p>	<p>Working positively to secure development that can improve the economic, social and environmental conditions of the Borough will ensure that housing needs, particularly affordable housing and the accompanying infrastructure requirements become an integral part in the formation and consideration of new development proposals.</p> <p>The AAP policies will ensure that there is improved accessibility and permeability in and around the Central Area. New buildings will be energy and resource efficient helping people save money and supporting</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
<p>maintenance of high quality, high value open space, sport and recreational facilities. Plan a communication strategy to inform people of proposed changes to service provision e.g. library, health services and the alternative arrangements being made; Specify re-provision of the library facilities and sexual health services within the Central Area</p>	<p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7: Bus Interchange; Policy 8 Safeguarded Public Transport Route; Policy 9 Pedestrian and Cycling Movement Framework</p> <p><b>Spatial Development Strategy</b> Policy 16: Central Area Living; Policy 19: Castle Station; Site Specific Policies 20 to 31:</p>	<p>environmental protection. The requirement on development towards the creation of new and / or the enhancement of existing green infrastructure will ensure availability of high quality open space, sport and recreational facilities.</p> <p>Policy determines that new residential development will comprise of a mix of dwelling types, sizes and tenures including levels of affordable housing consistent with the amounts and tenure mix set out in the West Northamptonshire Joint Core Strategy. The development principles set out in the site specific policies will ensure the provision of residential development and associated social and physical infrastructure. Additional leisure and recreational opportunities will be created with enhanced pedestrian and cycle access.</p> <p>The re-provision of the library facilities and sexual health services within the Central Area has been specified</p>
<p><b>Population</b> Consideration should be given to a sites relationship to local facilities, services and public transport. There should be reference to local affordable housing standards. Ensure that affordable housing is ‘pepper potted’ throughout a development site</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 4: Green Infrastructure; Policy 5 Flood Risk and Drainage</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7: Bus Interchange; Policy 8 Safeguarded Public Transport Route; Policy 9 Pedestrian and Cycling Movement Framework</p> <p><b>Spatial Development Strategy</b> Site Specific Policies 16 to 33</p>	<p>Sustainable development is the goal to addressing population issues. Policy determines improved accessibility and the provision of a new Bus Interchange along with the regeneration of Castle Station will ensure public transport needs are on the way to being addressed. The design principles set out in policy mean that the site relationship to local facilities, services and public transport is a key issue for policy determination. Policy establishes that the levels of affordable housing will be consistent with the amounts and tenure mix set out in the West Northamptonshire Joint Core Strategy.</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
<p><b>Social Deprivation</b> No recommendations were made against this issue</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 4: Green Infrastructure; Policy 5 Flood Risk and Drainage</p> <p><b>Accessibility and Movement</b> Policy 6: Inner Ring Road; Policy 7: Bus Interchange; Policy 8 Safeguarded Public Transport Route; Policy 9 Pedestrian and Cycling Movement Framework</p> <p><b>Spatial Development Strategy</b> Site Specific Policies 11 to 35</p>	<p>The AAP has been developed to ensure the regeneration of the Central Area. The purpose of the plan is to ensure that growth takes place in the right place at the right time to bring vibrancy and investment to the town centre. Northampton has a clear role as the Principal Urban Area in Northamptonshire but also as a regional centre for economic growth, commerce, retail and leisure. The policies in the plan provide the building blocks to ensure that development will improve the economic, social and environmental conditions of the Borough and by doing so social deprivation will be tackled</p>
<p><b>Soil, Geology and Land Use</b> Consideration should be given to suitable brownfield locations for redevelopment</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 4: Green Infrastructure; Policy 5 Flood Risk and Drainage</p> <p><b>Accessibility and Movement</b> Policy 7: Bus Interchange; Policy 8 Safeguarded Public Transport Route;</p> <p><b>Spatial Development Strategy</b> Site Specific Policies 14 to 35</p>	<p>The efficient use of land through the promotion of development on brownfield sites and by ensuring there is an appropriate mix of land uses to increase the vitality and vibrancy of the area are key principles throughout AAP policy.</p>

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
<p><b>Waste</b> Consideration should be given on how to reduce construction waste generation during development i.e. the production and implementation of a site waste minimisation plan</p>	<p>Presumption in Favour of Sustainable Development Policy</p>	<p>Waste is indirectly addressed in the AAP as full consideration is set out in the West Northamptonshire Joint Core Strategy (WNJCS)</p>
<p><b>Water</b> Consideration needs to be given to the capacity of the existing water supply, foul drainage, sewage treatment facilities and infrastructure. In addition the flood risk category of the area and proximity to sensitive surface water courses needs to be identified. Grey-water recycling systems should be utilised and sustainable drainage systems incorporated where practicable. Include reference to use of green infrastructure and / or biodiversity features for reduction of flood risk and to maintain water quality. Ensure new development and associated infrastructure adheres to results of the Northampton CAAP Drainage Strategy. This requirement should be built into the relevant policy.</p>	<p>Presumption in Favour of Sustainable Development Policy</p> <p><b>Sustainable Spatial Strategy</b> Policy 1: Promoting Design Excellence; Policy 5 Flood Risk and Drainage</p>	<p>Sustainable development includes resource efficiency and the AAP makes provision not only for new development but where appropriate, in the reuse and refurbishment of existing buildings. Flood risk and drainage requirements are set out comprehensively in the AAP underpinning all the Spatial Development Strategy, site specific policies.</p>
<p><b>Education and Training</b></p>		

Proposed Mitigation Measure (By SA Topic)	Relevant final AAP Policies	Where were the mitigation measures incorporated into the final plan
Reference should be made to enhancing access to education and training facilities; include provision for enhancing the facilities at Spring Lane Primary School, in order to assist with raising achievement levels at this school.		With respect to Spring Lane Primary School, the Education Service is responsible for enhancing the provision of existing educational facilities and monitoring attainment levels. They have an opportunity to make a request for developer contributions through the planning application process

## 6 Monitoring

The monitoring measures proposed in this section refer to the significant and uncertain effects that have been predicted in the CAAP. The monitoring programme will commence when the CAAP is adopted. The monitoring framework may be reviewed, this could be as a result to a change within the plan or due to other external influences on the baseline situation. The final monitoring programme will be included in the SA Adoption Statement. Table 9 sets out a draft monitoring programme

**Table 9: CAAP SA Monitoring Programme**

Significant / uncertain effect identified	Monitoring required
<p><b>Significant negative impact: Policy 17 on air quality and noise</b></p> <p>This policy may have an adverse impact on the AQMAs in the vicinity of Great Russell Street and Bridge Street.</p>	<p>Monitor air quality for all new development where there is a risk of increased air pollution. The Borough Council's Regulatory Services Team monitor air quality as part of the Council's Local Air Quality Management duties</p>
<p><b>Significant negative impact: Policy 21 on air quality and noise</b></p> <p>This policy may have an adverse impact on the AQMA in the vicinity of the St John's church</p>	
<p><b>Significant negative impact: Policy 24 on air quality and noise</b></p> <p>This policy proposes new residential development in the vicinity of St Michael's Road AQMA without any particular measures to improve air quality and the noise environment.</p>	
<p><b>Significant negative impact: Policy 35 on air quality and noise</b></p> <p>This policy proposes new mixed use development at the former Royal Mail Sorting Office, very close to the Barrack Road AQMA and does not provide for any measures for limiting or slowing traffic in the area.</p>	

## **7 Next steps**

The CAAP was approved for adoption by Full Council on the 21<sup>st</sup> January 2013. This document accompanies the final plan and is supported by an SA adoption Statement, which sits alongside the final plan and details the whole SA process.