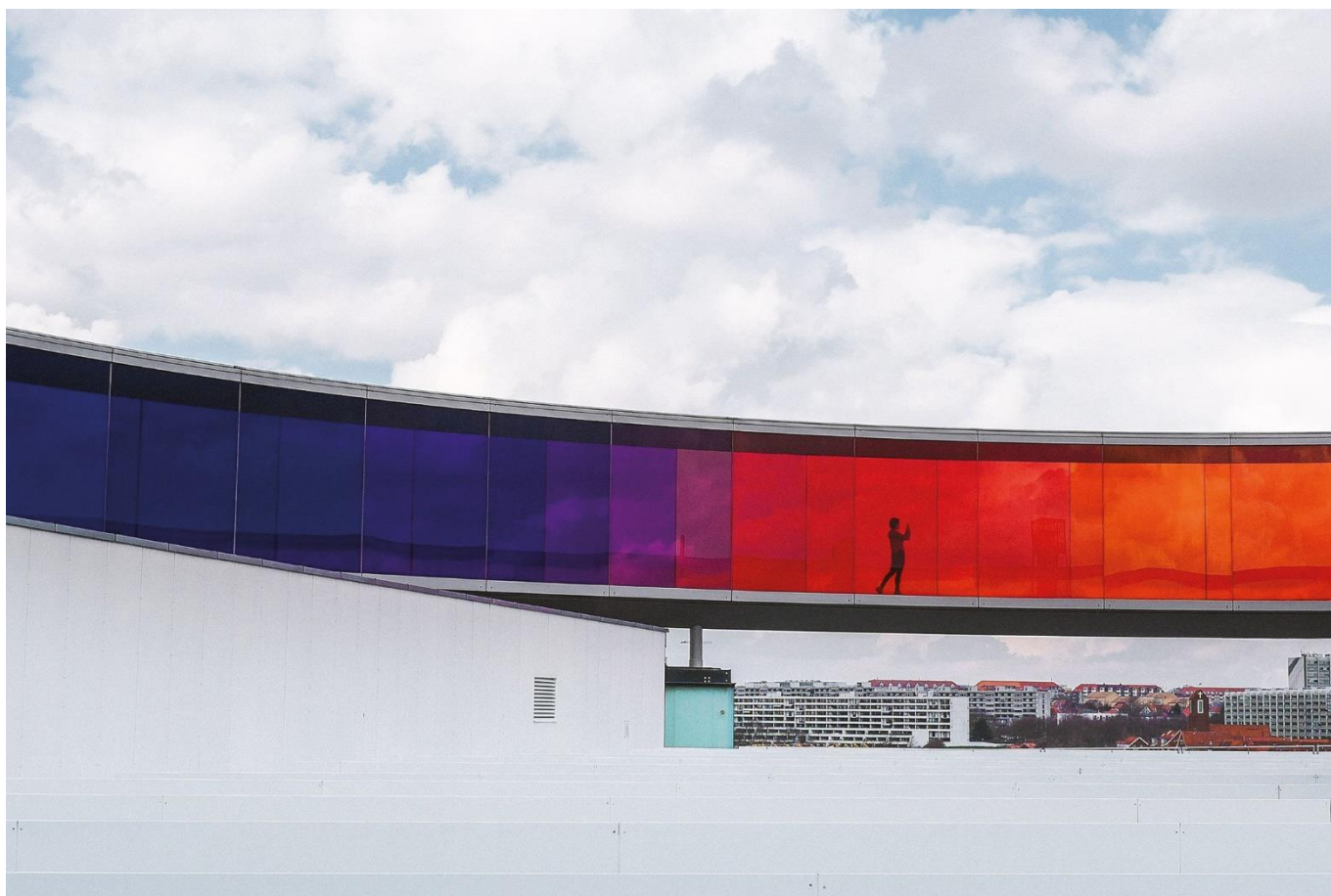


Report  
July 2024

# IIA Scoping Report – West Northamptonshire Local Transport Plan

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Tresor Consulting

**steer**

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## Summary

West Northamptonshire Council is developing their first Local Transport Plan (LTP) since merging the three authorities of Daventry, South Northamptonshire and Northampton. An Integrated Impact Assessment (IIA) is being undertaken as part of the LTP development. The IIA combines several sustainability appraisal processes, so that environmental and social impacts are identified and mitigated. This Scoping Report sets out the first stage of the IIA process and has been updated following consultation. Sustainability issues and opportunities will need to be assessed as part of LTP development, include:

**Natural Capital:** Natural capital refers to the elements of the natural environment which provide valuable goods and services to people (also known as ecosystem services). It is an overarching theme across the IIA and related to biodiversity, landscape, air quality, noise, water flow and quality, climate change, health and wellbeing. As part of the evidence base for the emerging West Northamptonshire Local Plan, areas of greatest need for green infrastructure and natural capital have been identified and prioritised. The IIA will need to consider protection of natural capital and any opportunities for enhancement.

**Biodiversity:** There are a number of protected sites for nature conservation that are designated at an international, national and local level, in addition to priority habitats for biodiversity. Outside of these, undesignated habitats and species also contribute to biodiversity in the West Northamptonshire. The IIA will need to consider potential impacts from LTP on biodiversity, but also opportunities, for example use of ‘green corridors’ for walking or cycling, or where new infrastructure can contribute to nature recovery.

**Landscape:** There are a range of local landscape character areas, defined by the undulating uplands and river valleys. The rural landscape, with scattered villages and towns, is traversed by road networks and the IIA will need to identify direct and indirect effects (such as noise and lighting) of any transport infrastructure.

**Historic environment:** West Northamptonshire has a rich cultural heritage reflected in designated assets, historic landscapes, recorded sites, as well as non-designated and unknown assets. While new transport infrastructure can have negative effects on the historic environment for example through direct loss or indirect visual impacts, there may also be opportunities to improve access to heritage or setting of designated assets, for example by reducing traffic.

**Natural resources – land, soil and water:** These are important natural capital assets in West Northamptonshire and can be at risk of loss or degradation. Transport can have polluting effects on land, soil and water and new infrastructure consumes natural resources and produces waste in construction. The IIA will need to consider potential impacts of the LTP on these resources.

**Climate:** There are global, national and local targets to reach ‘net zero’. Transport significantly contributes to emissions of carbon dioxide in West Northamptonshire, particularly road traffic. The LTP can play a role in reducing emissions, for example, through public transport, walking and cycling. The IIA will also need to consider the implications of future climate change on the LTP, such as flooding, increased temperatures and stormy weather.

**Air and Noise:** While air quality is generally good, there are several areas in West Northamptonshire where air emissions don’t meet national standards and noise levels are

high due to road noise. The IIA will consider the potential impact of the LTP on transport-related air emissions and noise.

**Population, Health and Equalities:** The population of West Northamptonshire is increasing, with a growing proportion of older people. There are some areas of higher deprivation in Northampton and Daventry. The LTP can help provide access to services and employment, including for disadvantaged groups. The IIA will consider whether there are any potential effects on people with protected characteristics (for example due to age, gender or race). The IIA will also consider physical and mental health issues and how transport can affect health, for example through road safety, air quality and physical activity.

# 1 Introduction

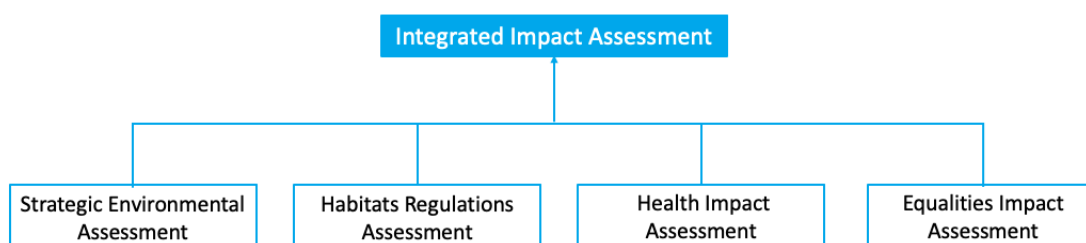
## Background

- 1.1 West Northamptonshire Council was formed in April 2021 merging three local authorities – Daventry District, Northampton Borough and South Northamptonshire Councils. The Local Transport Plan (LTP) for West Northamptonshire will be the Council’s first and will cover its full region of responsibility.
- 1.2 An Integrated Impact Assessment (IIA) is being undertaken as part of the LTP development. IIA combines several sustainability appraisal processes, so that environmental and social impacts are identified and mitigated as part of plan development. This Scoping Report sets out the first stage of the IIA process.

## Integrated Impact Assessment

- 1.3 The components of the IIA process are set out in Figure 1.1 below and each process is then briefly described.

Figure 1.1 Processes within Integrated Impact Assessment



### Strategic Environmental Assessment (SEA)

- 1.4 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the "Environmental Assessment of Plans and Programmes Regulations" (SI 2004/1633, known as the SEA Regulations). The SEA Regulations place an obligation on local authorities to undertake SEA for certain plans and programmes which are likely to have significant effects on the environment, this usually applies to Local Transport Plans.

### Habitats Regulations Assessment (HRA)

- 1.5 HRA is undertaken under the Conservation of Habitats and Species Regulations 2017<sup>1</sup> (SI 2017/1012, known as the Habitats Regulations) for plans or projects which are not directly connected to the management of the site and would be likely to have a significant effect on a European Site designated for nature conservation, either alone or in combination with other

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<sup>1</sup> Updated by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019



plans. These comprise Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites.

### **Health Impact Assessment (HIA)**

- 1.6 Health Impact Assessment is a process to identify the likely health effects of plans, policies or projects and to implement measures to avoid negative impacts and / or promote opportunities to maximise the benefits. A HIA is not a statutory requirement, however, Planning Practice Guidance<sup>2</sup> states that planning can create environments that support and encourage healthy lifestyles and that a HIA is a useful tool when there are expected to be significant impacts.

### **Equalities Impact Assessment (EqIA)**

- 1.7 EqIA is undertaken under the Equality Act 2010 to ensure that plans, policies or projects do not discriminate or disadvantage people. It applies to people with the following 'personal protected characteristics': age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation. Income is often included within EqIA as an additional consideration.

### **Purpose of Scoping Report**

- 1.8 This report represents the first 'Scoping' stage of the IIA undertaken according to the SEA Regulations and best practice<sup>3</sup> :
- Section 2 provides an overview of the development of the LTP,
  - Section 3 sets out the relevant policies, baseline information and future trends, whilst identifying key issues and opportunities for the appraisal of the LTP, and
  - Section 4 sets out the proposed methodology for the IIA and next steps.

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<sup>2</sup> Ministry of Housing, Communities and Local Government, 2019, Guidance – Healthy and Safe Communities. <https://www.gov.uk/guidance/health-and-wellbeing>

<sup>3</sup> Government guidance on Strategic Environmental Assessment and Sustainability Appraisal available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

## 2 The Proposed Local Transport Plan

2.1 The vision and objectives for the LTP are being shaped by stakeholders, officers, and elected members since 2023. These set out the overall direction, approach, and ambition for the LTP and are shown in Table 2.1 below.

**Table 2.1 Draft Vision and Objectives for the LTP**

Draft LTP Vision	Draft LTP Objectives
<p>West Northamptonshire has moved rapidly to achieve a net zero emissions transport system by 2045. Working together with our communities we have made travel by active modes like walking and cycling the natural first choice for short trips, travel by public transport has become increasingly attractive and accessible, and communities are less dependent on private cars. Our transport system is both safer and cleaner, benefitting our health and the environment, and supporting the access needs of everyone in our community to foster social inclusion and wellbeing. More resilient infrastructure and services increase opportunities for people to live their best lives by facilitating vibrant town and local centres, and a thriving local economy.</p>	<ol style="list-style-type: none"> <li>1. Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations.</li> <li>2. Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire.</li> <li>3. Improving road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates public health outcomes.</li> <li>4. Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, without compromising local heritage.</li> <li>5. Reducing inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth.</li> <li>6. Maximise the benefits to communities and businesses through use of technology and innovation.</li> </ol>

2.2 The LTP will comprise both policies and transport interventions to deliver the objectives. These are developed through stakeholders groups as described above. Interventions are also assessed using multi-criteria analysis, which include sustainability criteria and inputs from the IIA.

## 3 Identifying Issues and Opportunities

### Introduction

3.1 The SEA Regulations require the inclusion of:

- *The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme (Schedule 2, paragraph 2),*
- *The environmental characteristics of areas likely to be significantly affected (Schedule 2, paragraph 3),*
- *Any existing environmental problems which are relevant to the plan or programme (Schedule 2, paragraph 4), and*
- *The environmental protection objectives, established at International, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been considered during its preparation (Schedule 2, paragraph 5).*

3.2 The SEA Regulations cover the effects on the environment on issues such as: *biodiversity, population, human health, fauna and flora, soil, water, air, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage and landscape (Schedule 2, paragraph 6).*

3.3 This section sets out this information under different sustainability topics. Under each topic applicable legislation and policy is listed, the existing baseline and any trends over time are described, and sustainability issues and opportunities for the LTP are identified.

### Natural Capital and Ecosystem Services

3.4 Natural capital refers to the elements of the natural environment which provide valuable goods and services to people (also known as ecosystem services). A natural capital approach is a way of describing, quantifying and valuing natural resources and the benefits they bring to people, to aid decision making. In this way the natural environment can be valued alongside other types of assets.

3.5 Examples of ecosystem services include provision of food, recreation, clean air and flood defence. Some ecosystem services fall across a number of sustainability topics, for example, recreational and aesthetic value services could be considered under the health, biodiversity, landscape, air quality and natural resources topics, amongst others.

3.6 A natural capital approach is therefore useful for understanding the inter-dependencies between nature, people, the economy and society, and ensuring that natural capital is considered as an integrated system. Degradation of natural capital (including biodiversity loss) has an adverse effect on the benefits that we receive from the natural environment. As such, natural capital is overarching across the IIA.

3.7 Evidence for natural capital at a strategic level for West Northamptonshire has been collected for the Local Plan<sup>4</sup>. The evidence incorporated information from several studies including the Northamptonshire & Peterborough Habitat Opportunity Mapping Project. Areas with the greatest need for green infrastructure and natural capital are identified and prioritised. Of importance to the LTP, the strategic sustainable movement network has been mapped (Figure 3.1) and a framework for sub-regional and local corridors identified. Based on comparison with the natural capital opportunities mapping, priority areas and projects potentially related to transport comprise (Figure 3.2):

- Grand Union Canal (Milton Keynes – Northampton – Daventry – Leicester) Sub-Regional GI Corridor 4;
- Northampton Urban GI Framework Area – Cycle path extension into the Town Centre (43); East-West cycle and Footpath links (44); and
- Daventry Urban GI Framework Area – Braunston Grand Union and Oxford Canals Access Improvements (41); Braunston to Daventry Cycle link (42).

3.8 The evidence also includes a natural capital assessment<sup>5</sup> for a number of ecosystem services. These services are referred to where relevant to the LTP and include air purification, noise regulation, climatic regulation, water flow and quality regulation, food and timber production and accessible nature. These ecosystem services and the natural capital opportunities mapping can also inform assessment of any potential impacts from the LTP.

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<sup>4</sup> West Northamptonshire Council, 2022, West Northamptonshire Strategic Plan, GI & Natural Capital Evidence. Available at: <https://www.westnorthants.gov.uk/planning-policy/new-local-plan-west-northamptonshire>

<sup>5</sup> Natural Capital Solutions, 2021, West Northamptonshire Strategic Plan GI and Natural Capital Evidence – Natural Capital Assessment.



Figure 3.1 Green Infrastructure Network

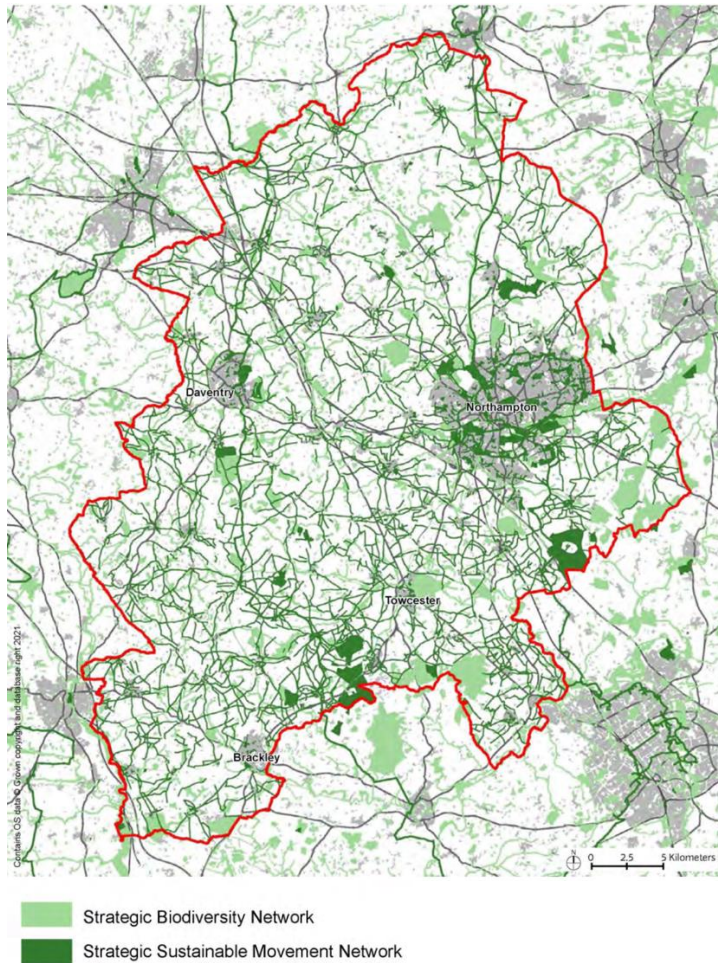
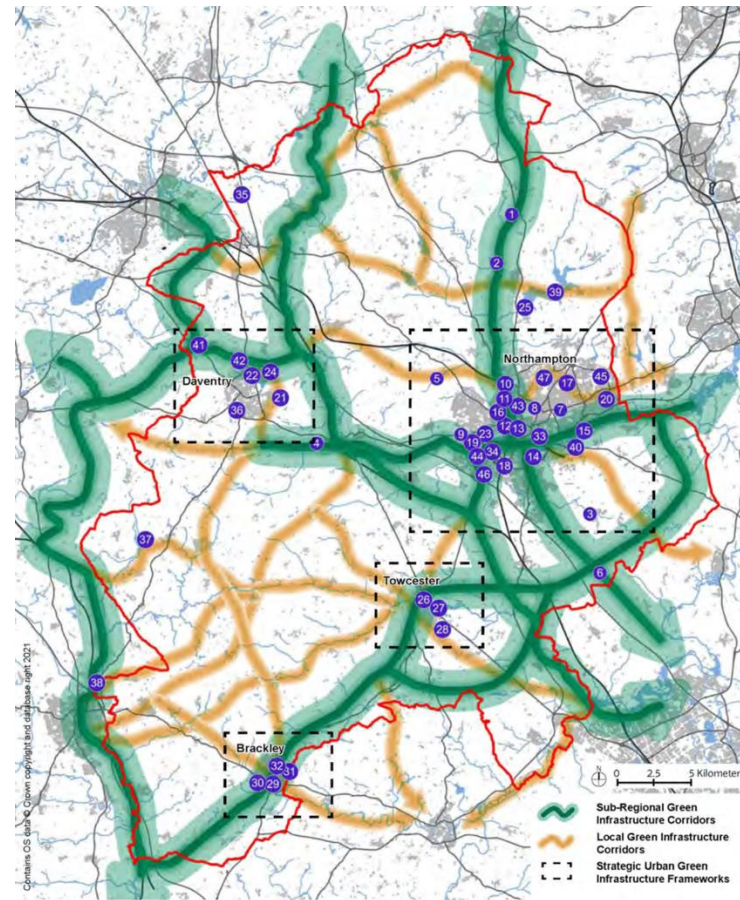


Figure 3.2 Strategic Green Infrastructure Framework



## Biodiversity

### Key Legislation and Policy (Appendix A)

- The Ramsar Convention on Wetlands of International Importance, 1971
- Bern Convention on the Conservation of European Wildlife and Natural Habitats, 1979
- International Convention on Biological Diversity, 1992
- Environment Act, 2021
- A Green Future: Our 25 Year Plan to Improve the Environment, 2018
- National Planning Policy Framework, 2021
- Natural Environment and Rural Communities Act, 2006
- Wildlife and Countryside Act, 1981
- The Conservation of Habitats and Species Regulations, 2017 (as amended)
- Nature Positive, 2030
- Marine and Coastal Access Act, 2009
- Northamptonshire Biodiversity Action Plan, 2015-2020

### Baseline and Trends

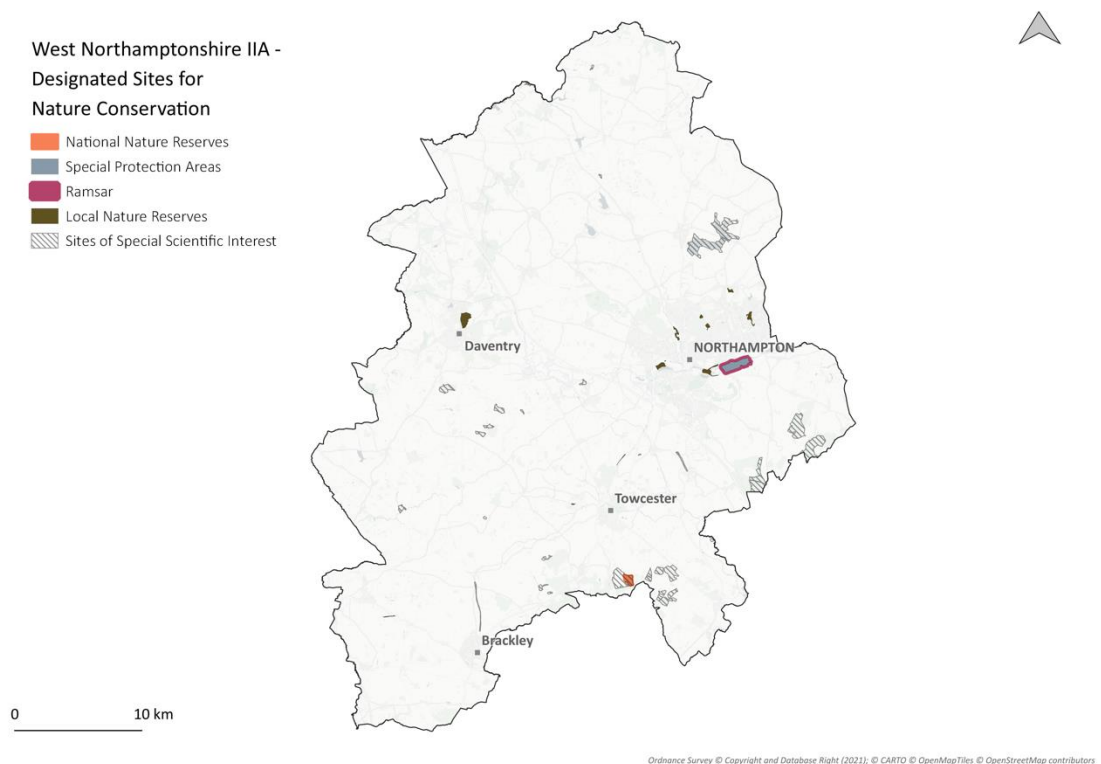
- 3.9 The Strategic Biodiversity Network in West Northamptonshire comprises designations for nature conservation and priority habitats, which are deemed to be of principal importance for conserving biodiversity.
- 3.10 The Upper Nene valley Gravel Pits Special Protection Area (SPA) and Ramsar site is of international importance as a wetland habitat for non-breeding waterbirds including Bittern, Gadwall and Golden Plover as well as being regularly used by over 20,000 water birds each year.
- 3.11 Sites of Special Scientific Interest (SSSI) in West Northamptonshire (Figure 3.3) are diverse and include sites such as Badby Wood, Everdon Stubbs, Syresham Marshy Meadows and Helmdon Disused Railway. Just over half the SSSIs are assessed as being in unfavourable but recovering condition, none are in declining condition. Buckingham Thick Copse is a National Nature Reserve, comprising 45 hectares of woodland habitat. There are also several Local Nature Reserves and a number of Local Wildlife Sites.
- 3.12 There are three areas of Ancient Woodland in West Northamptonshire (Salcey, Whittlewood and Yardley Chase), in addition to scattered remnants of Ancient Woodland between Daventry and Towcester.
- 3.13 Priority habitats in West Northamptonshire are shown in Figure 3.4 and include:
- Deciduous woodland, primarily small areas of woodland.
  - Wetland/ open water habitats such as those associated with the River Nene, River Cherwell, River Tove and River Great Ouse and associated floodplains, a number of reservoirs and areas of standing water.
  - Heathland and dry acid grassland, which is relatively rare, for example, at Harleston Firs.
  - Calcareous & neutral grassland, which tend to be highly fragmented and include strips of grassland along roadside and railways, quarry sites, small fields, and areas associated with woodlands.
- 3.14 The Northamptonshire Biodiversity Action Plan notes that biodiversity in the county is under severe pressure. Most of the countryside consists of arable fields, which are of little

biodiversity value. Additionally, there is a high level of development pressure alongside one of the lowest proportions of protected areas in the UK<sup>6</sup>.

### Biodiversity – Issues and Opportunities for the LTP

- Potential for the LTP to affect designated sites for nature conservation, including indirect effects through air emissions or disturbance of species (HRA).
- Green infrastructure, priority habitats and natural capital outside these designated areas are at risk of being lost, damaged or fragmented by transport infrastructure. Similarly, there may be impacts on species.
- There are potential opportunities for natural capital and green infrastructure through the LTP. Where opportunities exist, transport could support strategic green infrastructure corridors and projects.

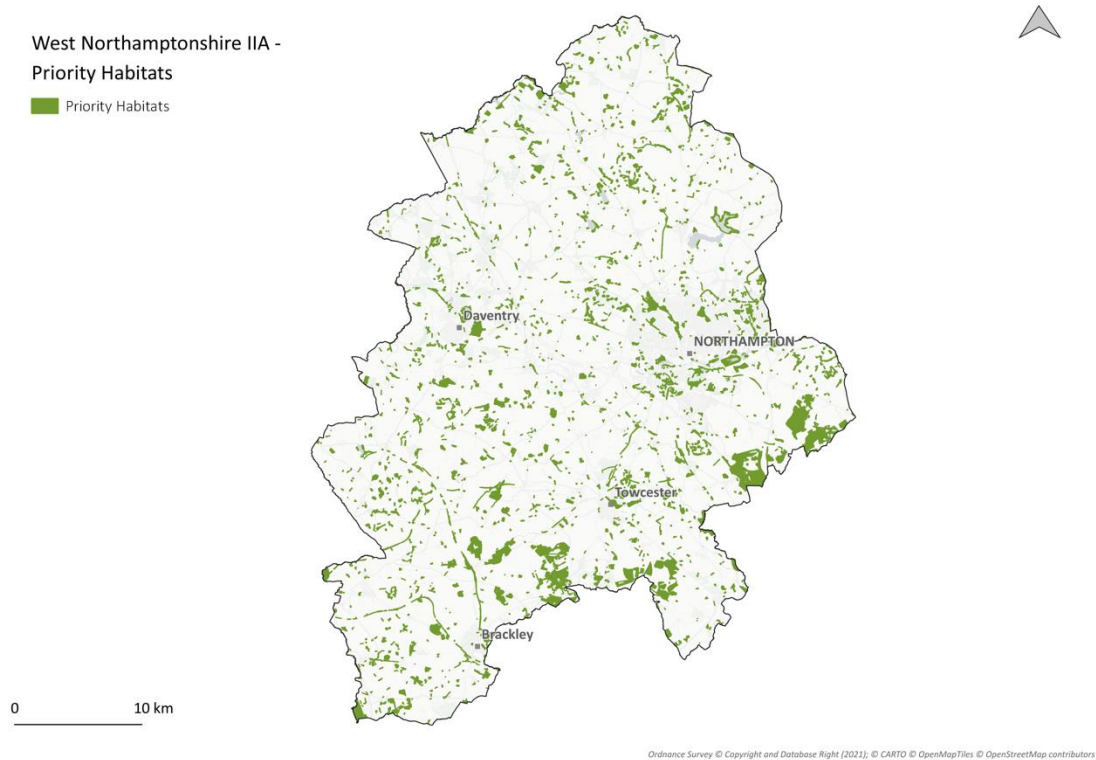
Figure 3.3 Nature Conservation Designations



<sup>6</sup> <https://www.westnorthants.gov.uk/ecology-and-biodiversity/biodiversity-net-gain>



Figure 3.4 Priority Habitats



## Landscape

### Key Legislation and Policy (Appendix A)

- European Landscape Convention, 2004
- 25 Year Environment Plan, 2018
- National Planning Policy Framework, 2021
- Countryside and Rights of Way Act, 2000

### Baseline and Trends

- 3.15 The landscapes of West Northamptonshire are highly distinctive due to their varied geology, topography, land cover and building form. The uplands contrast with the floodplains of the Rivers Cherwell, Tove and Nene and the underlying ironstone and limestone geology has shaped the character of the many historic settlements<sup>7</sup>.
- 3.16 The Northamptonshire Uplands National Character Area (NCA)<sup>8</sup> dominates the western part of the authority, as area of gently rolling limestone hills and valleys. There are extensive areas of

<sup>7</sup> <https://www.tep.uk.com/distinctive-west-northamptonshire-landscapes/#:~:text=The%20uplands%20contrast%20with%20the,of%20the%20many%20historic%20settlements>

<sup>8</sup> <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>



open fields with ridge and furrow; A-shaped hedgerows bounding the largely rectilinear fields with their frequent mature ash and oak trees; the many country houses and their associated extensive areas of historic and nationally important designed parkland landscapes; distinctive ironstone, cob and brick nucleated settlements with large stone churches, and the small, scattered but prominent broadleaved woods and coverts. The Northamptonshire Vales, which dominate the eastern part of the authority, consists of a series of low-lying clay vales and river valleys, including the valleys of the Rivers Nene and Welland and their tributaries. The area is 10 per cent urban, and settlement is often visually dominant. Major road networks that traverse the area include the M1, A45, A6 and A5.

3.17 There are no nationally designated landscapes in West Northamptonshire, however previous landscape assessments<sup>9</sup> have defined 15 local landscape character types (and associated areas):

- Ironstone Uplands (Guilsborough and Spratton and Creaton)
- Ironstone Hills (Eydon and Staverton).
- Rolling Ironstone Valley Slopes (Harleston Heath and the Bramptons)
- Clay Plateau (Naseby)
- Undulating Claylands (The Tove Catchment and Hackleton)
- Low Wooded Clay Ridge (Whittlewood Plateau and Salcey Forest and Yardely Chase)
- Limestone Plateau (Croughton, Aynho and Farthinghoe)
- Limestone Valley Slope (Wollaston to Irchester)
- Undulating Hills and Valleys (Middleton Cheyney and Woodford Halse, Long Buckby, Bugbrooke and Daventry and Cottesbrooke and Arthingworth)
- Rolling Agricultural Lowlands (Newbold Grounds)
- Farmed Scarp Slopes (Hothorpe Hills to Great Oxendon)
- Low Pastoral Hills (Boddington Hills)
- River Valley Floodplain (River Cherwell Floodplain, River Tove Floodplain and Brampton Valley Floodplain)
- Broad River Valley Floodplain (The Nene- Long Buckby to Weedon Bec Broad River Valley Floodplain, The Nene- Weedon Bec to Duston Mill Broad River Valley Floodplain and The Nene- Duston Mill to Billing Wharf Broad River Valley Floodplain).
- Broad Unwooded Vale (Boddington Vale Farmland, Vale of Rugby and Welland Broad Vale).

3.18 Transport infrastructure will be required to deliver strategic growth in West Northamptonshire<sup>10</sup> and this has potential to affect landscapes, either directly through visual impacts or loss of features/character from physical development, but also indirect impacts associated with signage, lighting and traffic, including noise and air pollution.

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<sup>9</sup> Northamptonshire Landscape Character Assessment, 2003:

<https://www.northampton.gov.uk/downloads/file/12149/08-northamptonshire-current-landscape-character-assessment>

TEP, South Northamptonshire Landscape Character Assessment, Dec 2020:

<https://www.westnorthants.gov.uk/planning-policy/new-local-plan-west-northamptonshire>

<sup>10</sup> West Northamptonshire Local Development Scheme April 2023:

<https://www.westnorthants.gov.uk/planning-policy/new-local-plan-west-northamptonshire>

3.19 Green infrastructure in West Northamptonshire comprises the Strategic Sustainable Movement Network (Figure 3.1)<sup>11</sup>:

- Accessible natural greenspace (country parks, nature reserves, open access land and public open space);
- Green ways (Public Rights of Way network (PRoW) and cycle routes); and
- Blue ways (public rights of way network, canal towpaths, canals and navigations).

#### Landscape - Issues and Opportunities for the LTP

- There is huge development pressure in West Northamptonshire, and new transport infrastructure could directly and indirectly affect rural landscapes.
- Smaller scale transport interventions such as junction improvements, public transport enhancements, signage also have the potential to have visual impacts and erode landscape and townscape character.
- There may be opportunities to provide greater access to valued landscapes and green infrastructure alongside transport improvements.

## Historic Environment

### Key Legislation and Policy (Appendix A)

- The Convention for the Protection of Architectural Heritage of Europe, 1985
- The European Convention on the Protection of Archaeological Heritage, 1992
- National Planning Policy Framework, 2021
- Ancient Monuments and Archaeological Areas Act, 1979
- Planning (Listed Building and Conservation Areas) Act, 1990
- Burials Act, 1857
- Protection of Military Remains Act, 1986

### Baseline and Trends

3.20 West Northamptonshire has a rich cultural heritage. Designated heritage assets are shown in Figure 3.5 and Figure 3.6 and include:

- 102 Scheduled Monuments
- 19 Historic Parks and Gardens
- 3 Registered Battlefields
- 117 Conservation Areas
- 3838 Listed Buildings

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<sup>11</sup> West Northamptonshire Council, 2022, West Northamptonshire Strategic Plan, GI & Natural Capital Evidence. Available at: <https://www.westnorthants.gov.uk/planning-policy/new-local-plan-west-northamptonshire>

Figure 3.5 Designated Heritage Assets

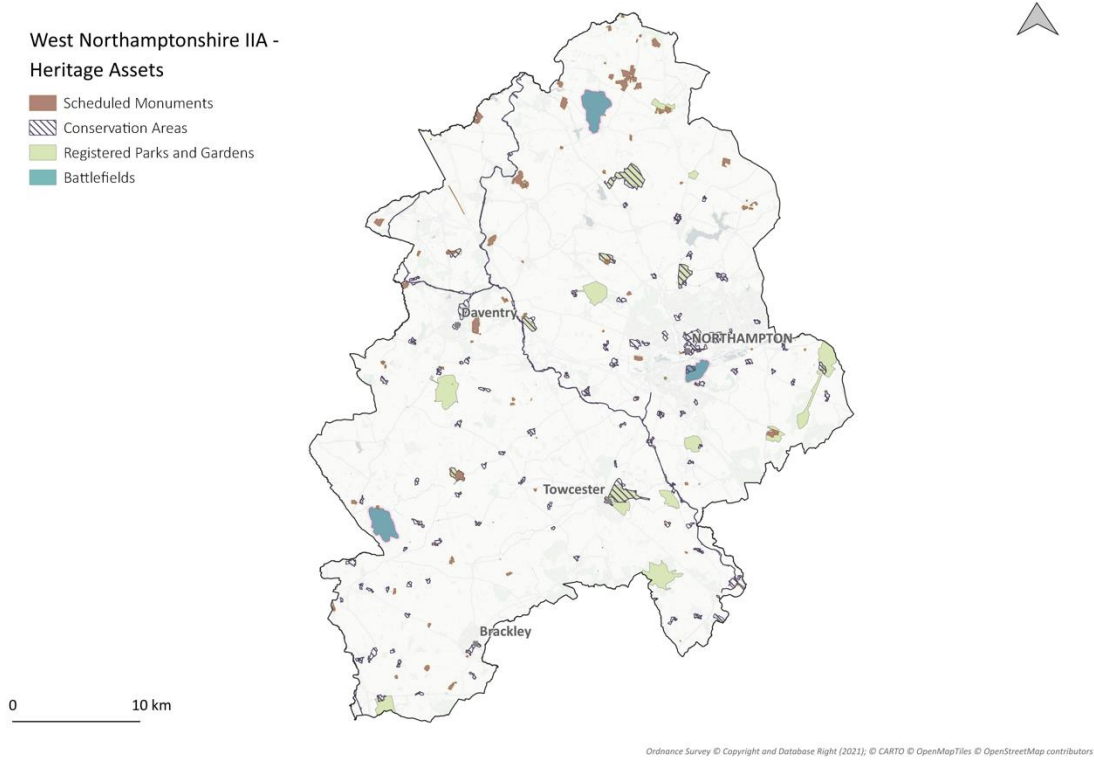
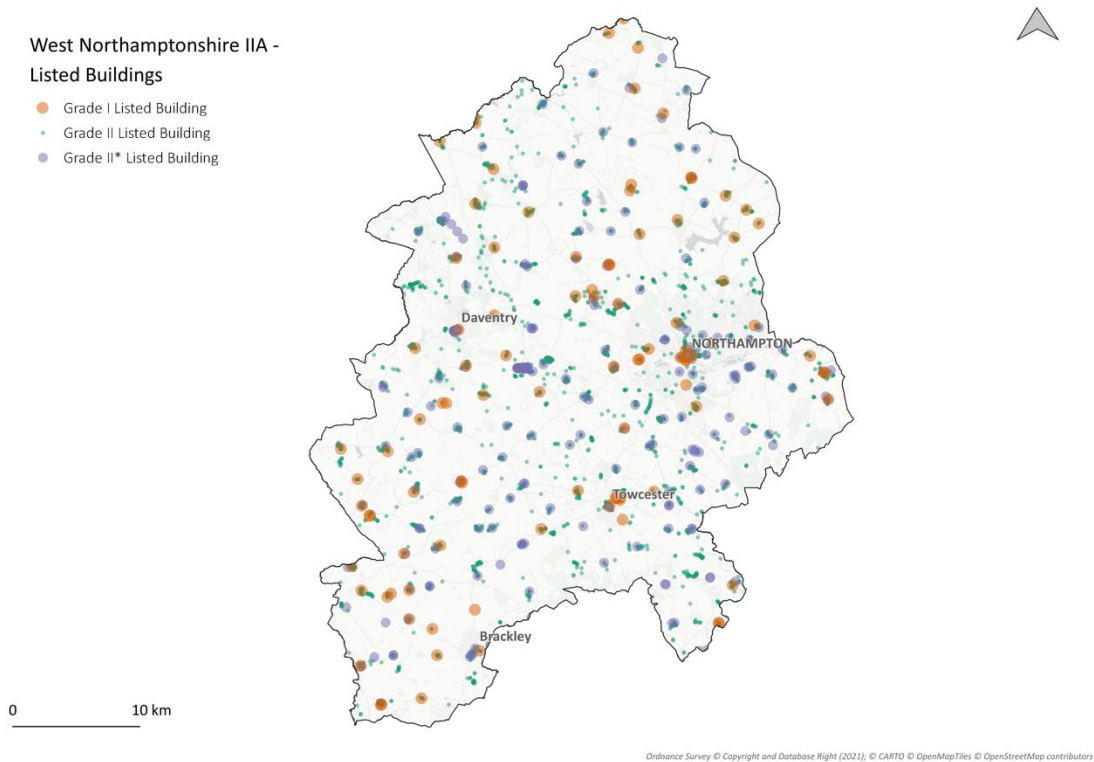


Figure 3.6 Listed Buildings



- 3.21 Some of these assets are at risk of being lost as a result of neglect, decay or inappropriate development and are identified by Historic England’s ‘Heritage at Risk’ programme.
- 3.22 There are also non-designated heritage assets, those which have some heritage significance but don’t qualify for designations above, are recorded on a local heritage asset list. This is currently in preparation, based on information from the three legacy authorities, and is expected to be published later in 2024/ 2025. There is also unknown heritage, particularly in the form of archaeological and paleoenvironmental remains.
- 3.23 The Historic Environmental Records (HER) for Northamptonshire contains more than 80,000 entries and is the main source of information on archaeological sites, historic buildings and landscapes.

#### Historic Environment - Issues and Opportunities for the LTP

- New transport infrastructure has the potential to directly impact on designated and non-designated heritage assets and their settings.
- Smaller scale transport interventions such as junction improvements, public transport enhancements, signage also potentially have visual impacts and erode historic character.
- Changes in traffic can lead to impacts but also opportunities to improve congestion, noise, lighting and deposition of particulate matter.
- There may be opportunities to improve access to the historic environment and improve setting of assets.

## Resources: Land, Soil and Water

### Key Legislation and Policy

- Environment Act, 2021
- 25 Year Environment Plan, 2018
- National Planning Policy Framework, 2021
- Water Environment Regulations, 2017
- Waste Regulations, 2011
- Safeguarding our Soils Strategy, 2011
- Our Waste, Our Resources: A Strategy for England, 2018
- Anglian River Basin Management Plan, updated 2022
- Thames River basin Management Plan, updated 2022
- Northamptonshire Minerals and Waste Local Plan, 2017

### Baseline and Trends

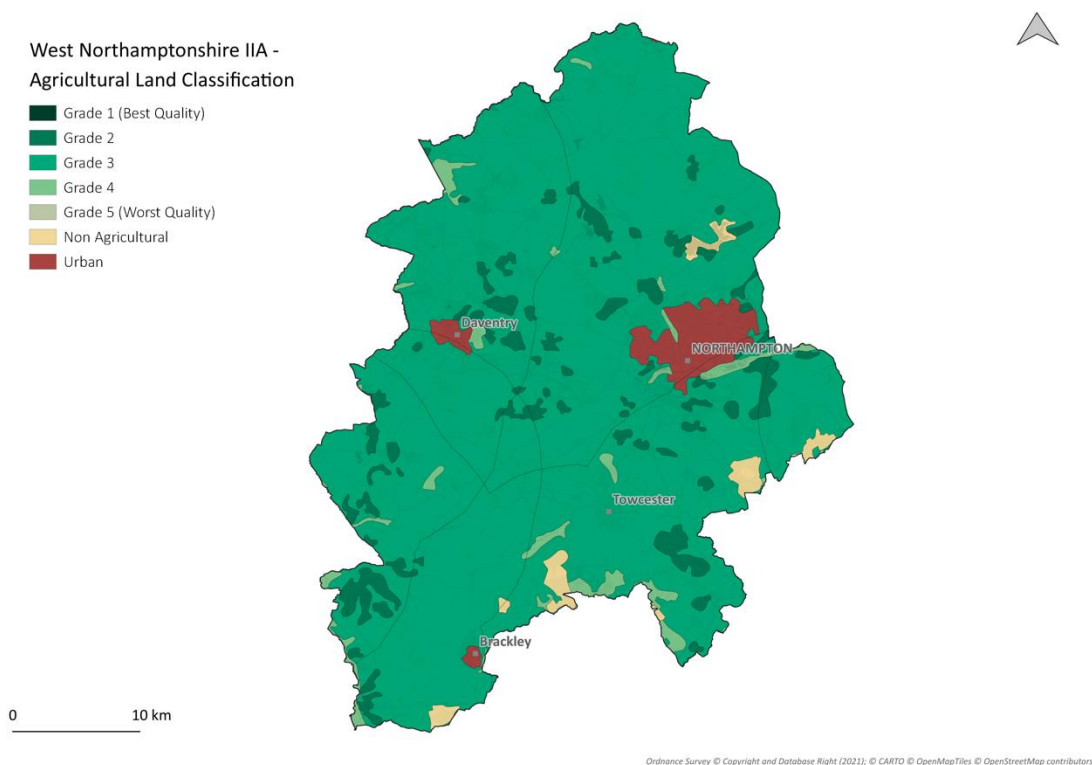
- 3.24 The underlying geology of West Northamptonshire consists of a number of distinct rock types that define the landform and character of the area. The undulating claylands of the Tove Catchment make up the majority of South Northamptonshire District with bands of Whittlewood Plateau, Salcey Forest and Yardley Chase to the south and undulating Jurassic landscape to the south west. Daventry District is predominantly made up of lower Jurassic geology landscapes, where the undulating hills of Bugbrooke and Daventry, Long Buckby and Cottesbrooke and Arthingworth make up the majority of the geology. There are small areas of Clay Plateau, Ironstone Hills and Ironstone Uplands which characterise the north west of the

District. Sand, gravel and limestone are abundant minerals in Northamptonshire, and are safeguarded for potential future extraction in many areas.

3.25 West Northamptonshire has a wide variety of soils reflecting the underlying geology which have had an influence on the land use of the authority. The soilscape which covers the majority of West Northamptonshire is classified as, ‘slowly permeable seasonally wet slightly acidic soil with base-rich loamy and clay’ of moderate fertility and impeded drainage. There are also pockets of highly fertile lime rich soils used for arable land<sup>12</sup>. The low permeability of mudstone and clay also has an impact of flooding and flood risk (see climate change).

3.26 The underlying soils give rise to a mix of classified agricultural land, the majority being of Grade 3, with small areas of Grade 2 and Grade 4. Grade 1, 2 and 3a represent the best and most versatile (BMV) land for farming<sup>13</sup> (Figure 3.7). Food production is a key ecosystem service in West Northamptonshire.

**Figure 3.7 Agricultural Land Classification**



3.27 Some of the geology is designated as ‘principal aquifer’ in the south and east, providing significant amounts of drinking water; secondary aquifer A, in the west and north, supporting local water supplies; and secondary (undifferentiated) in the east of minor value. There are two inner (Zone 1) Source Protection Zones in West Northamptonshire, one near Ravensthorpe and another in Northampton. These groundwater sources are protected for drinking water supply.

<sup>12</sup> <https://www.landis.org.uk/soilsapes/>

<sup>13</sup> Natural England, 2011, Agricultural Land Classification Map East Midlands Region <https://publications.naturalengland.org.uk/publication/143027?category=5954148537204736>

- 3.28 The main river catchments within West Northamptonshire drain from west to east with the exception of the River Cherwell catchment, which flows from north to south (see Figure 3.9 below under the ‘climate change’ topic for main rivers). The River Nene, River Great Ouse (including River Tove), River Cherwell and their tributaries all rise within West Northamptonshire. In addition, The Grand Union and the Oxford Canals cross the area.
- 3.29 West Northamptonshire is mainly covered by the Anglian River Basin Management Plan, but the south west tip of the sub region is covered by the Thames River Basin District, including tributaries of the Cherwell<sup>14</sup>. Priority issues to tackle in the Nene catchment area include water quality (from agricultural sources but also some urban and run-off which transport contributes), physical modifications, biodiversity loss and climate change. Likewise the upper reaches of the River Cherwell and its tributaries also face challenges with water quality (from both agricultural run-off and point source sewage works) and have opportunities for physical enhancement particularly around the addition of gravel to the bed and habitat restoration. Additional sources of contamination can occur during construction of transport infrastructure, for example from contaminated land or leaks of diesel and other contaminants during construction.

#### Natural Resources - Issues and Opportunities for the LTP

- New transport infrastructure can result in loss or damage to soils, an important resource for food production, as well as mineral resources. Reuse of existing infrastructure or brownfield land can minimise loss of these resources.
- Transport can reduce quality of ground and surface water resources and have physical effects on freshwater habitats. Proposals should support achieving water quality objectives.
- Transport can pollute land and water, but there may also be opportunities to reduce existing effects through providing better pollution control and design of sustainable drainage systems.

## Climate Change – Mitigation and Adaptation

### Key Legislation and Policy (Appendix A)

- Paris Agreement on Climate Change, 2015
- Climate Change Act, 2008
- Net Zero Strategy: Build back Greener, 2021
- Decarbonising Transport, A Better Greener Britain, 2021
- Road to Zero, 2018
- Cycling and Walking Investment Strategy, 2017
- Cycling and Walking Plan for England, 2020
- Flood and Water Management Act, 2010
- The National Adaptation Programme and Strategy, 2018
- West Northamptonshire Strategic Flood Risk Assessment, 2019
- National Flood and Coastal Risk Management Strategy, 2020

<sup>14</sup> <https://www.gov.uk/guidance/anglian-river-basin-district-river-basin-management-plan-updated-2022>



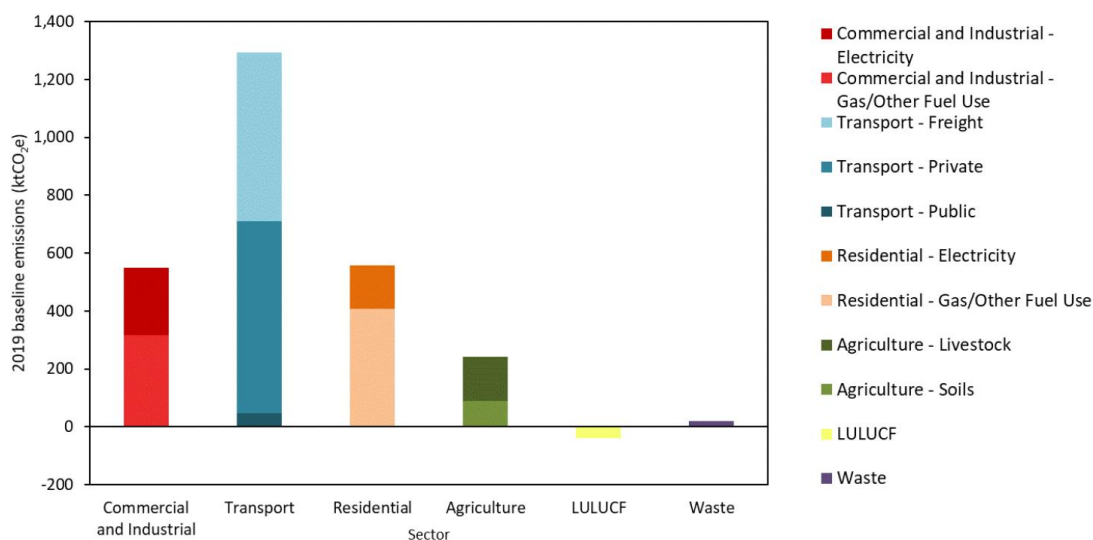
- UK Climate Change Risk Assessment, 2021
- The Climate Change Committee’s Sixth Carbon Budget Report (including surface transport sector summary), 2020
- England’s Economic Heartland Transport Strategy, 2021
- Northamptonshire Flood Risk Management Strategy, 2017

**Baseline and Trends: Mitigation**

3.30 Under the Climate Change Act 2008, the Government has set a legally binding target to reduce UK carbon emissions in the UK to net zero by 2050. However, the Intergovernmental Panel on Climate Change (IPCC) 2018 Report on Global Warming<sup>15</sup> sets out impacts of global warming at 1.5°C and 2°C above pre-industrial levels.

3.31 As part of the climate study undertaken for West Northamptonshire Council, to support the Local Plan<sup>16</sup>, baseline greenhouse gas emissions (GHG) were estimated for key sources. Transport data was based on available government data sources<sup>17</sup> and emissions are shown in Figure 3.8 below in relation to other key sectors. Private transport (cars, motorbikes) made up 26% of emissions, freight (LGVs, HGVs rail freight) made up 23% and public transport (bus, rail) 2%, a total of 49% of all emissions.

**Figure 3.8 Baseline emissions for West Northamptonshire 2019 in ktCO<sub>2</sub>e**



3.32 Road transport fuel consumption is highest on A roads (including trunk roads) at 43%, with 43% from A roads (including trunk roads) and 20% on minor roads<sup>18</sup>. West Northamptonshire Council has more influence over minor roads, B roads and non-trunk A roads compared to trunk roads and motorways.

<sup>15</sup> <https://www.ipcc.ch/sr15/>

<sup>16</sup> LUC and Aether, 2022, Climate Change and Renewable Energy Study: Mitigation Action Report, West Northamptonshire Council

<sup>17</sup> BEIS: ‘Road transport energy consumption at regional and local authority level’

<sup>18</sup> Road transport energy consumption at regional and local authority level’ (BEIS, 2020)

3.33 A decarbonisation pathway to 2050 was developed through the estimation of the impacts of interventions across different sectors. Following stakeholder consultation, the following key transport-related decarbonisation challenges where interventions are required are:

- Encouraging a shift away from car use towards low carbon public transport and active travel.
- Vehicle efficiency improvements.
- Encouraging an increase of freight transport by rail.
- Provision of widespread electric vehicle (EV) charging infrastructure to enable a large-scale shift to EVs in the car and van fleet.

#### **Baseline and Trends: Flood Risk and Adaptation**

3.34 Evidence for climate change adaptation has been collected for the West Northamptonshire Local Plan<sup>19</sup>. The Met Office's summary of climate trends demonstrates a trend towards a warmer climate with wetter winters, drier summers and an increase in extreme and severe weather events<sup>20</sup>. Climate projections for the East Midlands suggest that, by the 2030s, mean annual temperatures will range between 0.3°C and 1.8°C warmer. By the 2040s mean annual temperatures are likely to range between 0.4°C and 2.4°C warmer. By the 2050s, projections indicate temperatures will be between 0.7°C and 3°C warmer<sup>21</sup>.

3.35 The East Midlands is already one of the driest regions in England and climate change may mean even less rainfall, while demands for water are expected to rise particularly from new housing and the growing population. Hotter and drier summers may have adverse health impacts and may exacerbate the adverse environmental effects of air and water pollution. At the same time, the climate is likely to become less predictable and the frequency and severity of extreme weather events will increase.

3.36 Areas at risk from fluvial flooding along rivers (Figure 3.9) may grow and be subject to more frequent inundation. The Environment Agency estimates that peak flows in rivers across the Nene catchment could increase by an additional 17% by the 2050s and 36% by the 2080s<sup>22</sup>. Other sources of flooding are shown in the West Northamptonshire Strategic Flood Risk Assessment (SFRA)<sup>23</sup> and includes surface and groundwater sources.

3.37 The study identified significant climate risks for West Northamptonshire, based on the Committee on Climate Change 2021 Risk Assessment Report<sup>24</sup>. Those most relevant to the LTP

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<sup>19</sup> LUC, 2022, Climate Change and Renewable and Low Carbon Energy Evidence for the West Northamptonshire Strategic Plan: Climate Change Adaptation.

<sup>20</sup> <https://www.metoffice.gov.uk/weather/climate-change/effects-of-climate-change>

<sup>21</sup> UKCP18 (RCP8.5) for East Midlands

<sup>22</sup> <https://www.gov.uk/government/publications/peak-river-flow-climate-change-allowances-by-management-catchment>

<sup>23</sup> Northamptonshire County Council, 2017, West Northamptonshire SFRA Part 2, Strategic Map Document: <https://www.westnorthants.gov.uk/planning-policy/new-local-plan-west-northamptonshire>

<sup>24</sup> Climate Change Committee (2021) Independent Assessment of UK Climate Risk. Advice to Government: for the UK's third Climate Change Risk Assessment (CCRA3). <https://www.theccc.org.uk/publication/independent-assessment-of-uk-climate-risk/>

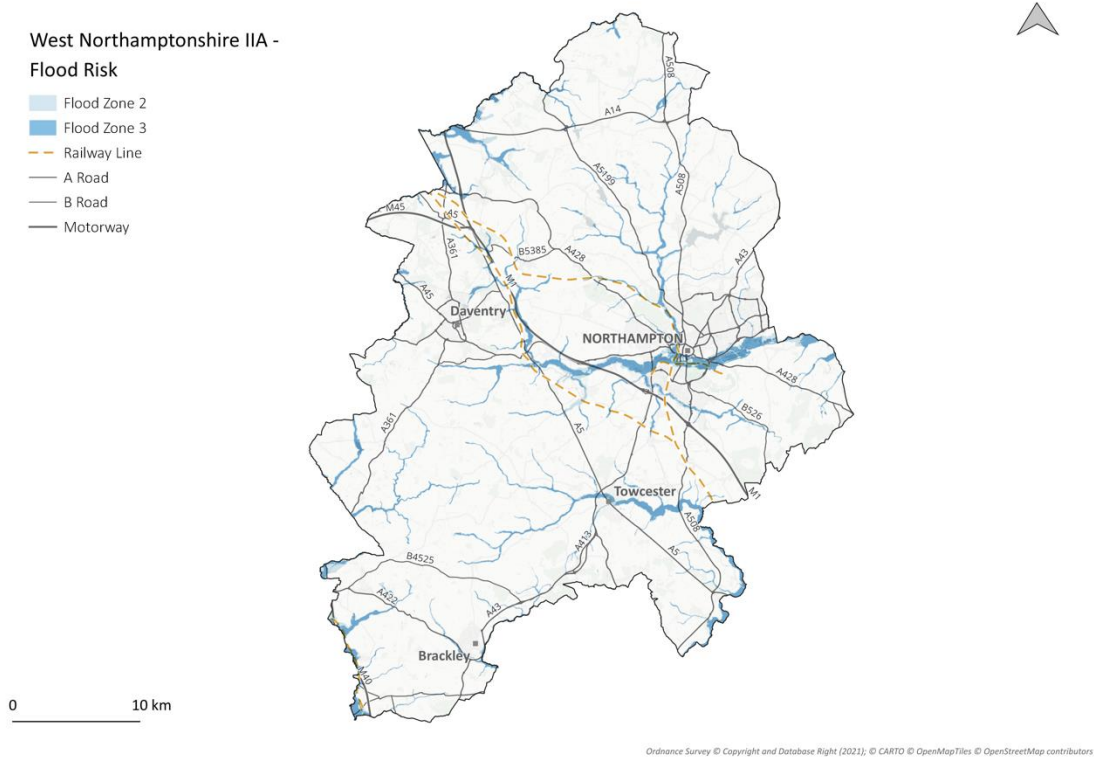


are listed below. It should be noted that this is not exhaustive and there are other interactions on the natural and built environment.

**Table 3.1 Key Climate Risks and Adaptation Action related to Transport**

Climate risk	Climate Adaptation Action
Risks to infrastructure networks (including transport) from cascading failures	Identify infrastructure networks that are currently at risk from cascading failures or could be at risk in the future. Work with responsible authorities to increase resilience of these networks
Risks to infrastructure services from river, surface water and groundwater flooding	Identify road and rail infrastructure at risk of flooding to improve flood protection or increase capacity of associated drainage infrastructure. Identify transport infrastructure that is currently at risk from fluvial or pluvial flooding or could be at increased risk in the future. Implement natural flood risk management upstream to reduce and slow run-off and increase storage of floodwater. Implement green and blue infrastructure across West Northamptonshire.
Risks to bridges from flooding and erosion	Managing riparian trees to limit the risk of trees being swept downstream damaging bridges and other infrastructure. Natural flood management with floodplains upstream. Identifying infrastructure currently at risk from flooding events such as bridges in poor condition or with insufficient freeboard, then prioritise upgrades or other management responses. Ensure that the design accommodates future climate changes.
Risks to health and wellbeing from high temperatures	Require green infrastructure to deliver cooling, for all new development and redevelopments. Green and blue infrastructure including green spaces, street trees, green walls, and roofs to provide shade and cooling targeted at areas with lowest resilience and greatest vulnerability.

**Figure 3.9 Areas at Risk of Fluvial Flooding**



#### Climate - Issues and Opportunities for the LTP

- There is a need to change travel behaviours in order to meet net zero carbon emissions by 2050 in line with international, national, regional and local policy.
- Given the significant proportion of carbon emissions from transport, particularly use of private car, there are opportunities for the LTP to contribute to targets to reduce carbon emissions.
- The LTP will need to consider opportunities for resilience, in particular flooding (both impact on transport infrastructure and impact of new infrastructure on flood risk), but also impacts of storms and hotter temperatures. Opportunities include use of green infrastructure to reduce heat and flooding.

## Air Quality and Noise

### Key Legislation and Policy (Appendix A)

- Key Legislation and Policy (Appendix A)
- Environment Act, 2021
- 25 Year Environment Plan, 2018
- Clean Air Strategy, 2019
- Public Health England Strategy, 2020-2025
- The Air Quality Strategy for England, 2023
- Air Quality Regulations, 2010 (as amended)
- Environmental Noise (England) Regulations, 2006 (as amended)

- UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations ('the NO<sub>2</sub> Plan'), 2017
- The Road to Zero, 2018
- Northampton Low Emission Strategy, 2017-2025
- South Northamptonshire Council Air Quality Action Plan, 2021

### Baseline and Trends

- 3.39 Transport is a significant source of emissions of air pollution, in particular oxides of nitrogen (NO<sub>x</sub>) which is responsible for high levels of nitrogen dioxide (NO<sub>2</sub>) in ambient air, especially in urban areas, and particulate emissions (particulate matter, PM<sup>10</sup> and fine particulate matter, PM<sup>2.5</sup>). Transport, particularly road and rail movements, is also a source of noise. Air and noise pollution can lead to health-related issues.
- 3.40 Air quality standards relate to levels of air pollution, and objectives, which set a period of time by which any exceedance of a standard must be met. Local authorities are required to monitor air quality and designate an 'Air Quality Management Area' (AQMA) if improvements are necessary to meet objectives.
- 3.41 Figure 3.10 shows the Air Quality Management Areas (AQMAs) and Noise Action Planning Important Areas (NIA) within West Northamptonshire. In line with the nitrogen oxide emissions the AQMAs are within and around Northampton (7) and Towcester (1), which aim to mitigate the impacts from poor air quality through an Air Quality Action Plan<sup>25</sup>. Alongside these, Noise Action Planning Important Areas are primarily focused on the strategic road network including the M1, A422, A5 and A508.

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<sup>25</sup> South Northampton Council Air Quality Action Plan, February 2021 and Northampton Borough Council, 2017, Northampton Low Emission Strategy 2017-2025 forms part of the AQAP.

<https://www.westnorthants.gov.uk/environmental-health/air-quality>

**Figure 3.10 AQMAs and NIAs**



#### Air Quality and Noise - Issues and Opportunities for the LTP

- Transport is a key contributor to poor air quality, particularly in towns centres, and noise along key corridors.
- There are opportunities to improve air quality and reduce transport noise through the LTP.

## Population, Health and Equalities

### Key Legislation and Policy (Appendix A)

- National Planning Policy Framework, 2021
- Equalities Act, 2021
- Public Health England Strategy 2020-2025
- West Northamptonshire Joint Core Strategy 2014-2029 (Part 1) and emerging Local Plan to 2041.
- Daventry Local Plan (Part 2) 2011-2029
- Northampton Local Plan Part 2 2011-2029,
- South Northamptonshire Local Plan (Part 2) 2011-2029
- West Northamptonshire Joint Health and Wellbeing Strategy 2023 - 2028
- Local authority adopted and emerging Local Plans
- West Northamptonshire Equality, Diversity and Inclusion Policy and Strategy 2021-2022

## Baseline

3.43 Key indicators for West Northamptonshire, including population, employment, health, education, environment and transport are available from the Local Insights database<sup>26</sup>. The 2021 Census recorded 425,725 residents in West Northamptonshire<sup>27</sup>, an increase of 13.5% from 2011, which is higher than the overall rate of increase for the East Midlands and England of 7.7% and 6.6% respectively<sup>28</sup>. The population is fairly evenly split between male and female (49.5% male and 50.5% female). The age profile is shown in Table 3.2 below:

**Table 3.2 Age profile in West Northamptonshire**

Age	Number	Percentage
Under 16	82,220	19.3
16-24	42,986	10.1
25-64	227,843	53.5
65+	72,677	17.1

3.44 England’s Economic Heartland (EEH) Evidence Base Data Bank (2023) projections reflect limited growth over the next twenty years, with 431,776 residents expected by 2031 and 445,604 residents expected by 2041, an increase of 8% compared to the 2023 baseline. Highest growth is estimated among the 75+ years age group (+54%), while the number of 0-15 years age group living in West Northamptonshire is expected to decline by (-2%).

3.45 In terms of diversity (including protected characteristics under the Equalities Act, 2010) in the 2021 Census:

- 49% identified themselves as Christian, 38.2% as no religion, 3.5% Muslim, 1.3% Hindu, with less than 1% for Buddhist, Jewish, Sikh or other religions.
- 86% of residents identified themselves as white, and 14% other or mixed ethnic groups.
- 10.2% identified themselves as a sexual orientation other than heterosexual.
- 0.6% identified themselves a different gender than registered at birth<sup>29</sup>
- 15.2% of people are considered disabled under the Equality Act, with a further 7.1% reporting long term physical or mental health conditions, but day-to-day activities are not limited.

3.46 The Index of Multiple Deprivation (IMD) measures relative deprivation in England. The distribution of IMD scores across the region in Figure 3.11 show the most deprived areas centre around Northampton and Daventry. In comparison Towcester and Brackley mostly consist of the comparatively least deprived areas.

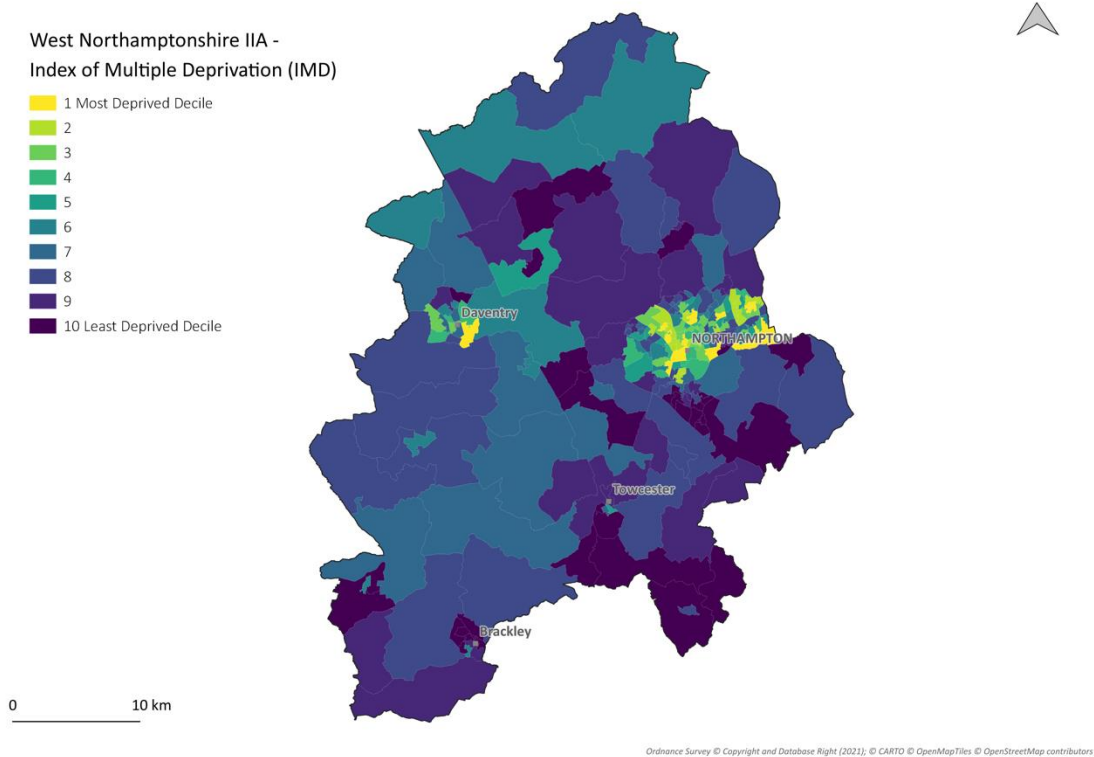
<sup>26</sup> <https://westnorthamptonshire.localinsight.org/#/dashboard>

<sup>27</sup> [https://www.nomisweb.co.uk/sources/census\\_2021/report?compare=E06000062](https://www.nomisweb.co.uk/sources/census_2021/report?compare=E06000062)

<sup>28</sup> <https://www.ons.gov.uk/visualisations/censuspopulationchange/E06000062/>

<sup>29</sup> A further 6.1% did not answer questions on gender identity and religion.

**Figure 3.11 Indices of Multiple Deprivation**



3.47 In terms of health, the majority of residents reported themselves in fair to very good health, 17,560 people reported themselves in bad or very bad health, as shown in Table 3.3 below.

**Table 3.3 Health status in West Northamptonshire (2021 Census)**

Health	Count	Percentage
Very good health	209,457	49.2
Good health	149,226	35.1
Fair health	49,482	11.6
Bad health	13,891	3.3
Very bad health	3,669	0.9

3.48 There are 10 ambitions and 28 key outcomes in the West Northamptonshire Joint Health and Wellbeing Strategy 2023 – 2028. Those that are most relevant to transport are <sup>30</sup>:

- Adults are healthy and active, and enjoy good mental health.
- People experience less ill-health and disability due to lung and heart diseases.
- People are safe in their homes, on public transport and in public places.
- People feel well connected to family, friends and their community.
- Connections are helped by public transport and technology.

<sup>30</sup> <https://www.westnorthants.gov.uk/health-and-wellbeing-board/health-and-wellbeing-board-key-responsibilities>

### Population and Communities - Issues and Opportunities for the LTP

- The population of West Northamptonshire is increasing, particularly the older age group who will have different transport needs.
- Transport needs to provide access and connectivity for a growing population, including those with protected characteristics and a diversity of needs.
- The LTP needs to consider impact on key health and well-being outcomes, including those related to physical and mental health, personal safety and social connectivity.

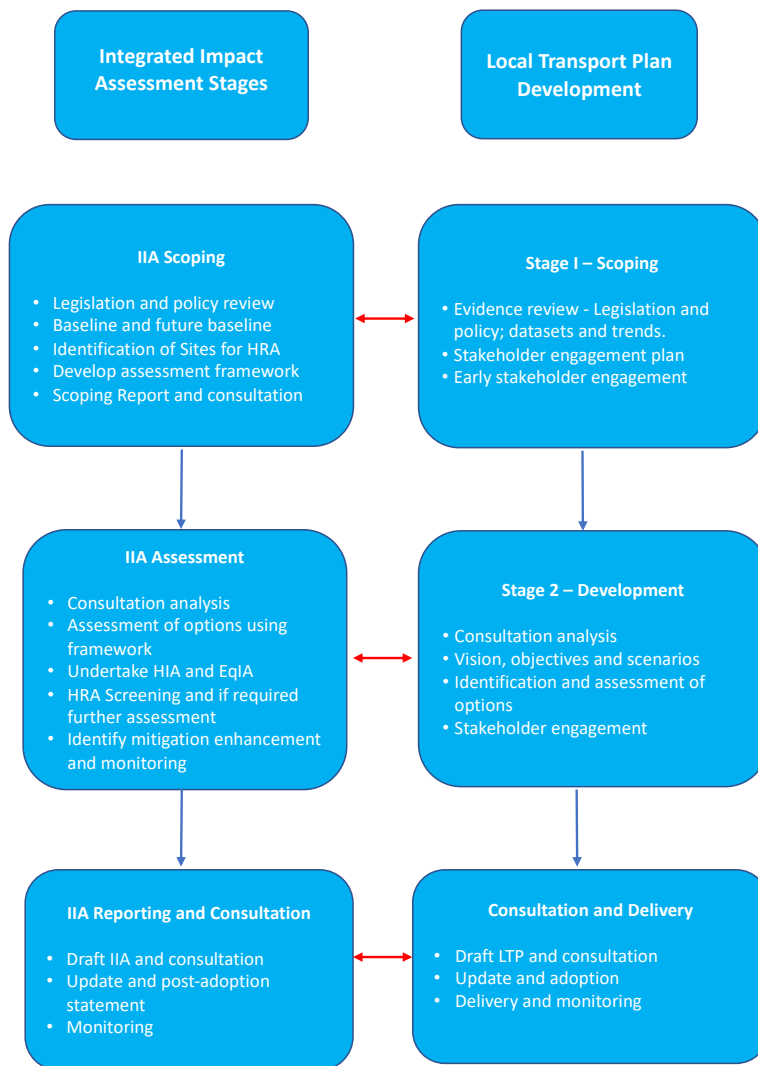
# 4 Appraisal Framework

4.1 This section sets out how the IIA processes will be applied to the LTP. An IIA Framework has been developed using the sustainability issues and opportunities that were identified from the information in Section 3.

## Methodology for Assessment

4.2 The LTP is being developed alongside the IIA as set out in Figure 4.1.

Figure 4.1 IIA and LTP Processes





### Strategic Environmental Assessment (SEA)

4.3 The use of objectives is not a requirement of the SEA Regulations, but their use is a recognised method of assessing the effects of a plan. Each sustainability objective is supported by guide questions. The guide questions are intended to provide more direction and focus to the sustainability objectives. The guide questions will assist the overall assessment process and help to ensure that it covers all issues. The IIA Framework is presented in Table 4.1.

**Table 4.1: IIA Framework for the LTP**

Sustainability Topic	Objective	Guide questions - Will the policy or interventions....
Biodiversity	1. Protect and enhance biodiversity and priority areas for natural capital.	Have an effect on designated sites for nature conservation? Have a potential effect on habitats or species, including severance, fragmentation and disturbance? Provide opportunities to support strategic green infrastructure corridors or projects in West Northamptonshire?
Landscape	2. Protect and enhance character and distinctiveness of landscapes and townscapes.	Have an effect on local landscape or townscape quality and character and visual amenity? Protect and enhance West Northamptonshire’s green infrastructure corridors and public realm, including strategic sustainable movement network?
Historic Environment	3. Protect and enhance the historic environment.	Have an effect on designated heritage assets and their settings? Have an effect on the historic environment, including non-designated and unknown assets? Improve access to the historic environment?
Land, soil and water resources	4. Protect soil, land and water quality and resources.	Make best use of existing transport assets to reduce impact on land and soils? Avoid loss of mineral resources and soils, particularly BMV agricultural land? Increase pollution, run-off or modification of surface and groundwater resources? Provide opportunities for ecosystem services related land, soils and water resources?
Climate change	5. Deliver climate change mitigation through reduction in transport related CO2 emissions.	Promote sustainable transport – public transport, walking and cycling? Use technology such as digital or low carbon energy sources? Reduce the need to travel and improve connectivity via non-vehicular transport modes?
	6. Avoid or reduce flood risk and support resilience of transport to the potential effects of climate change.	Avoid areas of flood risk or increase surface run-off including adaptation of existing network? Adapt to changes in climate such as more extreme weather events, precipitation and temperatures? Provide opportunities to improve resilience through green/blue infrastructure?
Noise and air quality	7. Reduce transport related air pollution and noise.	Reduce emissions to air, particularly nitrogen oxides and fine particulate matter? Reduce noise?

Sustainability Topic	Objective	Guide questions - Will the policy or interventions....
		Provide opportunities for natural capital that provides air quality and noise regulation, for example, planting?
Population and Communities	8. Promote a sense of place and well-connected communities.	Provide access to employment and services for existing and future residents? Support a sense of place and community hubs? Promote social and community interaction through active travel and public transport?
Health and wellbeing	9. Improve health and wellbeing of residents.	Provide active travel and strategic sustainable movement network? Increase personal and road safety? Promote West Northamptonshire’s health and wellbeing outcomes? (HIA)
Equalities, diversity and inclusion	10. Promote equality of access to transport.	Provide access to people, including people with disabilities, reduced mobility, different ages, social and cultural backgrounds? (EqIA)

4.4 The IIA Framework above incorporates the requirements of SEA as set out in the SEA Regulations. The assessment of the LTP under some of the objectives above will also be informed by other IIA processes:

- Objective 1 on biodiversity will be informed by the HRA.
- Objective 9 on health and well-being will be informed by the HIA
- Objective 10 on equalities will be informed by the EqIA.

4.5 The assessment will also consider interdependencies between effects and cumulative effects.

4.6 The IIA Framework will be used to assess the emerging options, policies and interventions for the LTP. Where any significant or uncertain effects are identified, mitigation and monitoring will be proposed (Figure 4.1). The results will be presented in an IIA Report for consultation alongside the LTP. The IIA Report will be supported by additional assessment for EqIA, HIA and HRA.

**Equalities Impact Assessment (EqIA)**

4.7 EqIA process will focus on assessing and recording the likely equalities effects of the proposed the LTP; seeking to ensure that it does not discriminate or disadvantage people; and enable consideration of how equality can be improved or promoted. The West Northamptonshire Equality and Diversity Strategy will help inform the assessment<sup>31</sup>.

**Health Impact Assessment (HIA)**

4.8 A strategic level HIA will be undertaken for the LTP based on the key health outcomes linked to transport. The HIA will be used as a tool to identify and assess the beneficial and detrimental effects of the proposed LTP, as well as supporting efforts to improve both individual and community health, whilst minimising its potential detrimental effects. The HIA

<sup>31</sup> <https://www.westnorthants.gov.uk/equalities-diversity-and-inclusion/equality-policy-and-strategy>

will be based on key outcomes from the West Northamptonshire Joint Health and Wellbeing Strategy 2023 - 2028<sup>32</sup>.

### Habitats Regulations Assessment (HRA)

4.9 The process for the HRA is set out below. HRA has three stages<sup>33</sup>, although the process will only continue to a subsequent stage if certain requirements aren't met:

- Screening – to check if the plan or project is likely to have a significant effect on a Natura 2000 site's conservation objectives. If not, no further assessment is required.
- Appropriate Assessment – to assess the likely significant effects of the plan or project in more detail and identify ways to avoid or minimise any effects. If no adverse effects on European sites are predicted, no further assessment is required.
- Derogation – to consider if proposals that would have adverse effects on a European designated site have an exemption. This comprises three sequential legal tests: whether there are any feasible alternative solutions that are less damaging, if the plan or project is required for reasons of over-riding public interest, and that compensatory measures can be achieved.

### Next steps

4.10 West Northamptonshire Council is seeking the views of the relevant statutory bodies on the scope of the IIA. Stakeholders within the Council will also be consulted.

4.11 In particular, responses to the following questions are requested:

- Do you agree with the policy context and baseline information presented in Section 3 and Appendix A?
- Are there any additional sustainability issues or opportunities which should be identified (Section 3)?
- Do you agree with the approach to the IIA, including the IIA Framework (Section 4)?

4.12 Comments received from consultation will be reviewed and incorporated into the next stages of the IIA.

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<sup>32</sup> <https://www.westnorthants.gov.uk/health-and-wellbeing-board/health-and-wellbeing-board-key-responsibilities>

<sup>33</sup> <https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site>

## A1 Appendix A – Review of Plans, Programmes and Environmental Protection Objectives

This review focuses on key and up-to-date legislation and policy that provide the overall framework for sustainable development of transport in West Northamptonshire. It is not the intention to identify all strategy, guidance and policy produced. The review is undertaken to meet the requirements of SEA Guidance<sup>34</sup>, but information is also shared with the wider LTP evidence base, for example, transport specific policy and strategies are considered within the LTP review and not duplicated here.

Legislation and Policy	Relevant points for the LTP and IIA
<b>International</b>	
The Aarhus Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters, 1998	Establishes the right of access to information, public participation in decision-making and access to justice in environmental matters. The development of both the LTP and IIA will be subject to public consultation.
Bern Convention on the Conservation of European Wildlife and Natural Habitats, 1979	The main objectives of the Convention are to conserve wild flora and fauna and their natural habitats. Particular emphasis is given to endangered and vulnerable species, including migratory species. While at the strategic level, the IIA won't be able to consider individual species, it will need to consider impacts on natural habitats that may support species.
International Convention on Biological Diversity, 1992	One of the objectives is conservation of biological diversity, including international commitment to create and enforce national strategies and action plans to conserve, protect and enhance biological diversity. The IIA needs to reflect protection of biodiversity and consider impacts of the LTP on biodiversity.
Paris Climate Change Agreement, 2015	This is a legally binding international treaty, its goal is to limit global warming to well below 2 degrees Celsius, preferably to 1.5 degrees, compared to preindustrial levels. The LTP will need to consider transport carbon emissions, and potentially significant emissions assessed within the IIA.
European Landscape Convention, 2006	The Convention provides a people-centred and forward-looking way to reconcile management of the environment with the social and economic challenges of the future, and aims to help people reconnect with place. It contains 18 articles which, collectively, promote landscape protection, management and planning and organising European cooperation on landscape issues. The IIA will need to consider landscape protection.
Convention for the Protection of the	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. Among the recommended measures are conservation of the

<sup>34</sup> Government guidance on Strategic Environmental Assessment and Sustainability Appraisal available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

Legislation and Policy	Relevant points for the LTP and IIA
Architectural Heritage of Europe, 1985 <sup>35</sup>	architectural heritage as a component of town planning. The IIA will consider impacts on Conservation Areas and Listed Buildings.
European Convention on the Protection of Archaeological Heritage, 1969 <sup>36</sup>	The Convention makes a number of recommendations, related to archaeological research and safeguarding archaeological heritage. The LTP is at a strategic level so outside designated sites, archaeological impacts will not be known. However, the IIA will consider effects on non-designated sites and unknown archaeology at a high level.
<b>National</b>	
Environment Act 2021	The Act sets clear statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water and waste. It aims to halt the decline in species by 2030 and requires new developments to improve or create habitats for nature, and aid transition to a more circular economy. The IIA will need to consider impacts, future targets and indicators for biodiversity, air and water quality, in addition to potential for waste.
A Green Future: Our 25 Year Plan to Improve the Environment, 2018 and Environment Improvement Plan 2023	Sets out a number of goals comprising clean air and water; thriving plants and wildlife; reduced harm from environmental hazards; using resources more sustainably; enhanced beauty, heritage and engagement within the natural environment. The Environmental Improvement Plan is a five year review and sets out progress toward these goals. The IIA will need to consider environmental targets where related to transport over the plan period.
National Planning Policy Framework, 2021 <sup>37</sup>	Sets out Government’s planning policies and how they should be applied. It provides a framework for local development plans. There are objectives (economic, environmental and social) for sustainable development that include opportunities to secure net gains. Key policy areas include housing, economy, town centres, healthy communities, sustainable transport, effective use of land, place-making, Green Belt, climate change, natural and historic environment, use of materials. The IIA will consider environment, social and economic aspects covered in the NPPF which apply to the LTP.
Natural Environment and Rural Communities Act 2006	Includes a list of species and types of habitats which are of principal importance for conserving biodiversity (Priority Species and Habitats). Habitats of Principal Importance (Section 41) are collected as part of the IIA baseline.
Wildlife and Countryside Act 1981	The primary legislation for protection of species and habitats in the UK. It gives protection to native species; controls release of non-native species and protects SSSIs. While at the strategic level, the IIA won’t be able to consider individual species, it will consider impacts on natural habitats that may support species.
The Conservation of Habitats and Species Regulations 2017 (as amended)	The Regulations designate and protect sites for the conservation of natural habitats, wild flora and fauna and wild birds under previous European Directives and implement aspects of the Marine and Coastal Access Act 2009 (below). It requires several stages of assessment to be

<sup>35</sup> <https://www.coe.int/en/web/culture-and-heritage/granada-convention>

<sup>36</sup> <http://www.worldlii.org/int/other/COETS/1969/1.html>

<sup>37</sup> MHCLG <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Legislation and Policy	Relevant points for the LTP and IIA
	undertaken where a plan or project may affect designated sites. The IIA will include HRA for the LTP in accordance with the Regulations.
The Environment (Local Nature Recovery Strategies) (Procedure) Regulations 2023 <sup>38</sup> and Policy Paper <sup>39</sup>	Each local nature recovery strategy will agree priorities for nature recovery and propose actions in the locations where it would make a particular contribution to achieving those priorities.
Nature Positive 2030 <sup>40</sup> (2021)	Following on from global commitments for nature, including to protect 30% of our land and seas by 2030; five statutory nature conservation bodies set out how the UK can achieve these commitments, ensuring nature recovery play a critical role in achieving net zero. The IIA will need to identify transport related impacts on nature and opportunities to contribute to recovery.
Public Health England Strategy 2020-25 <sup>41</sup>	Notes that health inequalities have not improved over the last ten years, and there are greater disparities, including levels of childhood obesity and greater risk of being physical inactive, in deprived areas. It identifies ten priorities, those which are relevant to the LTP and IIA are cleaner air and better mental health. The LTP will also have a role in providing active travel opportunities.
Countryside and Rights of Way Act 2000	The CROW Act normally gives a public right of access to land mapped as ‘open country’ or registered common land. ‘Open access land’ often includes parts of the coastal margin used to create England’s Coast Path. There is a relationship between access and active travel that may need to be considered by the LTP.
Environmental Noise (England) Regulations 2006 (as amended)	These Regulations apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas (agglomerations). They require production of Noise Action Plans and identification of Important Areas (areas exposed to the highest levels of noise) and suggests ways the relevant authorities can reduce these. The IIA identifies NIAs.
Environment Act 1995 (as updated by the Environment Act 2021)	Requires local authorities in the UK to periodically review and assess air quality in their area. If a local authority finds any places where air quality objectives are not likely to be achieved, it must declare an Air Quality Management Area and put together a plan to improve the air quality - a Local Air Quality Action Plan. The IIA identifies AQMAs.
Air Quality Regulations 2010 (as amended)	Sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2) from transport related

<sup>38</sup> <https://www.legislation.gov.uk/uksi/2023/341/made>

<sup>39</sup> <https://www.gov.uk/government/publications/local-nature-recovery-strategies/local-nature-recovery-strategies>

<sup>40</sup> Joint Nature Conservation Committee, Natural England, Natural Resources Wales, NatureScot and the Northern Ireland Environment Agency, 2021: <https://jncc.gov.uk/our-role/the-uk/nature-positive-2030/>

<sup>41</sup> Public Health England, 2020: <https://www.gov.uk/government/publications/phe-strategy-2020-to-2025>

Legislation and Policy	Relevant points for the LTP and IIA
	sources. The IIA will need to consider whether changes to air pollution may arise as a result of the LTP.
National Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2011 <sup>42</sup>	The Strategy sets out air quality objectives and policy to improve air quality in the UK in order to benefit public health, quality of life and the environment. Objectives and targets are set for each air quality pollutant, for example, to achieve and maintain 40ug.m <sup>3</sup> of annual average nitrogen dioxide. The IIA will need to consider whether changes to air pollution may arise as a result of the LTP.
Air Quality Strategy for England, 2023 <sup>43</sup>	The strategy sets out the actions that Defra expects local authorities to take in support of long-term air quality goals, including new PM2.5 targets. It provides a framework to enable local authorities to make the best use of their powers to improve air quality.
Clean Air Strategy 2019 <sup>44</sup>	The strategy sets out the action that is required to tackle all sources of air pollution. These will support creation of Clean Air Zones and help meet targets to cut emissions by 2030. Chapter 6 sets out action to reduce emissions from transport including ending sale of petrol and diesel cars by 2040 (Road to Zero), consultation of Aviation 2050 – the future of the aviation sector, air quality strategies for ports and clean modes of transport for freight and passengers. The IIA will need to consider impacts on air quality and associated targets.
UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations ('the NO2 Plan') 2017 <sup>45</sup>	The effort to reduce NO2 needs to be targeted on the sources that make the biggest contribution to the problem: road vehicles contribute about 80% of NO2 pollution at the roadside and growth in the number of diesel cars has exacerbated this problem. In developing their local plans to tackle the causes of air pollution, local authorities should consider a range of options from improved technology to limiting access. The LTP and IIA will need to consider transport options which improve air quality.
Levelling up and Regeneration Act, 2023	The Act introduces wide-ranging reforms to the planning system. These include having special regard to the desirability of preserving or enhancing certain specified heritage assets for plan-making or decision-taking and introduction of Environmental Outcome Reporting. However, most changes will not come into force as they are subject to associated regulations and changes to national policy. The LTP and IIA will need to consider these drivers in their objectives.
Net Zero Strategy: Build Back Greener, 2021 <sup>46</sup>	This strategy sets out policies and proposals for decarbonising all sectors of the UK economy to meet a UK net zero target by 2050. For

<sup>42</sup> Defra Policy Paper: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1>

<sup>43</sup> Defra, 2023: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england>

<sup>44</sup> Cross Government Policy Paper: <https://www.gov.uk/government/publications/clean-air-strategy-2019>

<sup>45</sup> Defra and DfT Policy Paper: <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

<sup>46</sup> BEIS Policy Paper: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1033990/net-zero-strategy-beis.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf)



Legislation and Policy	Relevant points for the LTP and IIA
	transport this means support and funding for zero emissions vehicles and infrastructure, investment in cycling, walking and buses, investment in rail electrification and city rapid transport systems, as well as measures for the reducing emissions from the maritime and aviation sectors. The LTP and IIA will need to consider transport options which reduce emissions in line with targets.
Decarbonising Transport, A Better Greener Britain, 2021 <sup>47</sup>	Sets out a number of commitments for decarbonising the transport sector post-pandemic: increasing walking and cycling; zero emissions buses and coaches; decarbonising railways; zero emissions vehicle fleets; accelerating of decarbonisation of the maritime and aviation sectors. A number of commitments for multi-modal decarbonisation are also included: zero emission freight and logistics sector; low carbon fuels; future transport choice and efficiency. The LTP will need to consider how carbon emissions can be reduced by transport and the IIA will assess whether emissions are significant.
Cycling and Walking Plan for England 2020 <sup>48</sup>	The plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes: better streets for cycling and people; cycling and walking at the heart of decision-making; empowering and encouraging local authorities enabling people to cycle and protecting them when they do.
The Climate Change Committee’s Sixth Carbon Budget Report, 2020 <sup>49</sup>	The CCC recommends that the UK sets a Sixth Carbon Budget to require a reduction in UK greenhouse gas emissions of 78% by 2035 relative to 1990 and includes recommendations to meet the budget. It includes a summary for the surface transport sector from the CCC’s Sixth Carbon Budget Advice, Methodology and Policy reports.
Safeguarding our Soils – A Strategy for England, 2011 <sup>50</sup>	Sets a vision for managing soils sustainably and tackling degradation by 2030. Recognises the important ecosystem services soils provide and need to strengthen protection and their resilience to climate change. Key areas include: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction; and dealing with contaminated land. The IIA will need to consider impacts on soils.
The Water Environment (Water Framework Directive (England and Wales) Regulations 2017	These Regulations make provision for implementing water-related environmental protection and more generally water management. They include identification of river basin districts, characterisation and classification of the status of water bodies in those districts and specifies measures that must be included in a programme of measures to protect the quality of the water. This involves a duty on public

<sup>47</sup> Department for Transport, 2021: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)

<sup>48</sup> Department for Transport and Active Travel England, 2020: <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

<sup>49</sup> Climate Change Committee, 2020: <https://www.theccc.org.uk/publication/sixth-carbon-budget/>

<sup>50</sup> Defra Policy Paper: <https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england>



Legislation and Policy	Relevant points for the LTP and IIA
	bodies to have regard to waterbody objectives when making plans and development proposals must not cause deterioration of waterbodies nor compromise achieving objectives. The IIA will need to consider impacts on waterbodies quality.
Marine and Coastal Access Act, 2009	The Act sets out marine planning and management, including licensing, marine conservation zones and creation of the English Coastal Path. Infrastructure proposals under the LTP should consider impact on the marine environment and benefits of coastal walking.
Waste (England and Wales) Regulations 2011	Sets out requirements for the collection, transport, recovery and disposal of waste. Adopts a waste hierarchy, which gives priority to preventing waste in the first place, preparing it for re-use, then recycling, then recovery, and last of all disposal. At a strategic level, the IIA will not be able to provide an assessment of waste impacts for individual transport interventions but should acknowledge the principals of waste management at the implementation stage.
Our Waste, Our Resources: A Strategy for England 2018 <sup>51</sup>	This strategy sets out how Government will preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England. At a strategic level, the IIA will not be able to provide an assessment of waste impacts for individual transport interventions, but should acknowledge the principals of resource efficiency at the implementation stage.
Climate Change Act 2008	Sets targets for UK greenhouse gas emission reductions of at least 100% by 2050, against a 1990 baseline (this was previously 80% but was updated to a net zero target in June 2019). The Act also provides a system of carbon budgeting and the development of a National Adaptation Programme. The LTP will need to contribute to the net zero target through transport planning and the IIA will need to consider relative contribution towards targets.
Flood and Water Management Act 2010	Sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes incorporating greater resilience measures into design, including identifying areas suitable for inundation, rolling back development in coastal areas and use of sustainable drainage systems (SuDS). The IIA should consider areas at risk of flooding, in addition to future design of transport infrastructure.
The National Adaptation Programme and the third strategy for climate adaptation reporting: Making the country resilient to a changing climate, 2018-2023 <sup>52</sup>	The National Adaptation Programme sets the actions that government and others will take to adapt to the challenges of climate change in the UK. It sets out key actions for the next five years. These include reflecting flood risk in infrastructure development and reporting, long-term resilience of infrastructure, and delivering green infrastructure. The IIA should consider resilience of transport options.

<sup>51</sup> Defra and EA Policy Paper: <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

<sup>52</sup> Defra: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/727252/national-adaptation-programme-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/727252/national-adaptation-programme-2018.pdf)

Legislation and Policy	Relevant points for the LTP and IIA
UK Climate Change Risk Assessment (CCRA3) and Transport Sector Briefing <sup>53</sup> 2021	The CCRA is required under the Climate Change Act 2008 and sets out risks and opportunities for the UK from climate change. For transport, there are a number of actions to adapt to climate change that would be beneficial in the next five years which can be considered with the LTP and IIA.
Ancient Monuments and Archaeological Areas Act 1979	Provides protection for ‘Scheduled’ Ancient Monuments and makes provision for the investigation, preservation and recording of matters of archaeological or historical interest. The IIA identifies Monuments that are Scheduled under the Act and will consider any impacts of the LTP on them, in addition to potential for archaeology.
Planning (Listed Building and Conservation Areas) Act 1990	The Act provides controls for the demolition, alteration or extension of buildings, objects or structures of particular architectural or historic interest including listed buildings and conservation areas. Location of Listed Buildings and Conservation Areas are included as part of the IIA baseline and impacts on them will be considered.
Equalities Act 2010	This Act includes a public-sector equality duty which requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment, victimisation; to advance equality of opportunity; and to foster good relations between communities. The IIA includes an EqIA of the LTP.
The Inclusive Transport Strategy: achieving equal access for disabled people, 2020 <sup>54</sup>	This Strategy sets out the Government’s plans to make our transport system more inclusive, and to make travel easier for disabled people. While it is focused on the inclusion of disabled people, many of the improvements will also benefit other travellers. The EqIA will consider equalities effects of the LTP.
Burial Act 1857 <sup>55</sup>	Regulates burial grounds. Bodies cannot be removed from burial grounds without a licence granted by the Secretary of State, except in cases where a body is removed from one consecrated place of burial to another by faculty granted by the Ordinary.
Protection of Military Remains Act 1986 <sup>56</sup>	The Act secures the protection from unauthorised interference of the remains of military aircraft and vessels that have crashed, sunk or been stranded and of associated human remains.
Flood and Coastal Erosion Risk Management Policy Statement, 2020 <sup>57</sup>	This policy statement sets out the government’s long-term ambition to for resilience to future flood and coastal erosion risk. There are five policy areas: upgrading and expanding national flood defences and infrastructure; managing the flow of water more effectively; harnessing the power of nature to reduce flood and coastal erosion risk; better preparing our communities; enabling more resilient places through a catchment-based approach.

<sup>53</sup> <https://www.ukclimaterisk.org/wp-content/uploads/2021/06/CCRA3-Briefing-Transport.pdf>

<sup>54</sup> Department for Transport Policy Paper: <https://www.gov.uk/government/publications/inclusive-transport-strategy/the-inclusive-transport-strategy-achieving-equal-access-for-disabled-people>

<sup>55</sup> <https://www.legislation.gov.uk/ukpga/Vict/20-21/81/contents>

<sup>56</sup> <https://www.legislation.gov.uk/ukpga/1986/35/contents>

<sup>57</sup> Defra, 2020: <https://assets.publishing.service.gov.uk/media/5f1adc7dd3bf7f596b135ac8/flood-coastal-erosion-policy-statement.pdf>

Legislation and Policy	Relevant points for the LTP and IIA
National Flood and Coastal Erosion Strategy, 2020 <sup>58</sup>	The Flood and Water Management Act 2010 places a statutory duty on the Environment Agency to develop a National Flood and Coastal Erosion Risk Management Strategy for England. This strategy describes what needs to be done by all risk management authorities (RMAs) involved in flood and coastal erosion risk management for the benefit of people and places. The strategy sets out the long-term delivery objectives the nation should take over the next 10 to 30 years. It also includes shorter term, practical measures RMAs should take working with partners and communities.
<b>Regional</b>	
England’s Economic Heartland Transport Strategy, 2021 <sup>59</sup>	The Strategy encompasses the Oxford-Cambridge Arc, including 12 constituent Authorities. The Strategy sets out a five point action plan comprising decarbonisation of the transport system, investment in digital infrastructure, delivery of strategic public transport schemes, investment in active travel and shared transport, ensuring the needs of the freights and logistics sector whilst lowering its environmental impact. An IIA was undertaken for the Strategy and the LTP and IIA for West Northamptonshire will sit within this regional framework.
Anglian River Basin Management Plan, 2022 <sup>60</sup>	The plan consists of a collection of documents which describe how waters are managed, together with information about the river basin district in data tables and maps. It includes local environmental objectives and improvement actions, which can help inform planning decisions. The IIA objectives will need to reflect issues and opportunities related to the water environment and Part 3 of the Plan for baseline information.
Thames River Basin Management Plan, 2022 <sup>61</sup>	
<b>Local</b>	
West Northamptonshire Joint Core Strategy Local Plan (Part 1) Adopted December 2014 <sup>62</sup>	The Core Strategy sets out the long-term vision and objectives for the whole of the area covered by the former Daventry District, Northampton Borough and South Northamptonshire Councils for the plan period up to 2029, including strategic policies for steering and shaping development. It identifies specific locations for strategic new housing and employment and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development will be limited. The IIA will need to take account of

<sup>58</sup> Environment Agency, Policy Paper: <https://www.gov.uk/government/publications/national-flood-and-coastal-erosion-risk-management-strategy-for-england--2>

<sup>59</sup> England’s Economic Heartland, 2021, Connecting People, Transforming Journeys, Regional Transport Strategy: <https://www.englandseconomicheartland.com/our-work/our-strategy/>

<sup>60</sup> Environment Agency, Anglian river basin management plan updated 2022: <https://www.gov.uk/guidance/anglian-river-basin-district-river-basin-management-plan-updated-2022>

<sup>61</sup> <https://www.gov.uk/guidance/thames-river-basin-district-river-basin-management-plan-updated-2022>

<sup>62</sup> <https://www.westnorthants.gov.uk/west-northamptonshire-joint-core-strategy/west-northamptonshire-joint-core-strategy-local-plan-part>

Legislation and Policy	Relevant points for the LTP and IIA
	impacts on relevant policy and local designations within the assessment.
New Local Plan for West Northamptonshire <sup>63</sup>	The Plan will cover the period up to 2041 and replace the West Northamptonshire Joint Core Strategy Local Plan (Part 1 above) and the Part 2 Local Plans (below) which were adopted for the former Daventry, Northampton and South Northamptonshire areas. An evidence base has been prepared for the plan, and has been used in preparation of the LTP, including climate change adaptation and mitigation and natural capital and green infrastructure.
Daventry Local Plan (Part 2) 2011-2029, Adopted Feb 2020 <sup>64</sup>	The Plan comprises a Vision and 15 Objectives including climate change, connectivity, housing, heritage and green infrastructure. The policies map includes local designations for South East Heritage Buffer, Special Landscape Area, Green Wedge, Green Infrastructure, Country Park and Local Green Spaces. The IIA will need to take account of impacts on relevant policy and local designations within the assessment.
Northampton Local Plan Part 2 2011-2029, Adopted 2023 <sup>65</sup>	The plan includes development management policies which provide policy directions for sustainable development, housing delivery, retention and expansion of employment opportunities, supporting the growth and changing roles of the town centre, providing commercial and leisure enterprises as well as protecting and enhancing the built and natural environment. It also reflects the importance of climate change. There are a number of policies reflecting natural and built environmental designations. The IIA will need to take account of impacts on relevant policy and local designations within the assessment.
South Northamptonshire Local Plan (Part 2) 2011-2029 <sup>66</sup>	The Plan was adopted in 2020 and guides development across the district. The policies are in conformity with the Joint Core Strategy and seeks to focus development at the most sustainable locations. In terms of the natural environment, it supports policies for special landscape areas, green infrastructure and the Nene Valley Nature Improvement Area. The IIA will need to take account of impacts on relevant policy and local designations within the assessment.
Northamptonshire Minerals and Waste Local Plan 2017-2031 <sup>67</sup>	The plan provides the land use planning strategy for minerals and waste related development in Northamptonshire, including West Northamptonshire to 2031. It includes designations for mineral extraction locations, waste management facilities, in addition to safeguarded areas for future minerals extraction. The IIA will need to take account of impacts on designations within the assessment.

<sup>63</sup> <https://www.westnorthants.gov.uk/planning-policy/new-local-plan-west-northamptonshire>

<sup>64</sup> <https://www.westnorthants.gov.uk/planning-policy/daventry-local-plan-part-2>

<sup>65</sup> <https://www.westnorthants.gov.uk/planning-policy/northampton-local-plan-part-2>

<sup>66</sup> <https://www.westnorthants.gov.uk/planning-policy/south-northamptonshire-local-plan-part-2>

<sup>67</sup> <https://www.westnorthants.gov.uk/minerals-and-waste-planning-policy/adopted-minerals-and-waste-local-plan>

Legislation and Policy	Relevant points for the LTP and IIA
Northamptonshire Biodiversity Action Plan 2015-2020 <sup>68</sup>	This document sets out the highest priorities for action to conserve Northamptonshire's most threatened and declining habitats and species. The BAP emphasises the importance of a landscape-scale approach, green infrastructure, ecological networks and habitat opportunity maps, nature improvement areas, and an ecosystem approach (natural capital and ecosystem services), as well as priority habitats and species. Potential impacts on biodiversity will need to be taken into account in the IIA.
Northamptonshire Flood Risk Management Strategy, 2016 <sup>69</sup> and Strategic Flood Risk Assessment, 2019 <sup>70</sup>	The Strategy focuses on local flood risk resulting from surface water, groundwater and ordinary watercourses flooding. The overarching aim is to provide a local framework for complementary approaches towards managing and communicating the risks and consequences of flooding. The level 1 Strategic Flood Risk Assessment considers all sources of flood risk including pluvial, fluvial, groundwater and reservoir and reviews potential housing sites in the local plan against flood risk. Potential impacts on flood risk will need to be taken into account in the IIA.
Northampton Low Emission Strategy 2017-2025 South Northamptonshire Council Air Quality Action Plan, 2021 <sup>71</sup>	These documents form part of the Air Quality Action Plan which set out measures required to improve air quality in Air Quality Management Areas. Potential impacts on air quality, particularly in Air Quality Management Areas will need to be taken into account in the IIA.
West Northamptonshire Joint Health and Wellbeing Strategy 2023 - 2028 <sup>72</sup>	The joint strategy working with a variety of partners including health, voluntary and community sector organisations. The strategy focuses on tackling health inequalities throughout West Northamptonshire by looking at “wider determinants”, which are external elements that can affect a person’s health and wellbeing, each is aligned with a key outcome: <ul style="list-style-type: none"> <li>• The best start in life</li> <li>• Access to the best available education and learning</li> <li>• Opportunity to be fit, well and independent</li> <li>• Employment that keeps you and your family out of poverty</li> <li>• Good housing in places which are clean and green</li> <li>• Safe in your homes and when out and about</li> <li>• Connected to friends and family</li> <li>• The chance of a fresh start when things go wrong</li> <li>• Access to health and social care when you need it</li> <li>• Accepted and valued for who you are</li> </ul>

<sup>68</sup> <https://www.westnorthants.gov.uk/ecology-and-biodiversity/biodiversity-net-gain>

<sup>69</sup> <https://www.floodtoolkit.com/wp-content/uploads/2017/11/Northamptonshire-LFRMS-Report-November-2017-Final-1.pdf>

<sup>70</sup> <https://www.westnorthants.gov.uk/flooding-and-flood-risk-management/statutory-and-project-documents>

<sup>71</sup> <https://www.westnorthants.gov.uk/environmental-health/air-quality>

<sup>72</sup> <https://www.westnorthants.gov.uk/health-and-wellbeing-board/health-and-wellbeing-board-key-responsibilities>

Legislation and Policy	Relevant points for the LTP and IIA
<p>West Northamptonshire Equality, Diversity and Inclusion Policy and Strategy 2021-2025<sup>73</sup></p>	<p>The HIA will be based on key outcomes related to transport.</p> <p>West Northamptonshire Council works to the following equality objectives:</p> <ul style="list-style-type: none"> <li>• Strengthen our knowledge and understanding of our communities</li> <li>• Listen, involve and respond to our communities effectively</li> <li>• Leadership and Organisational Commitment</li> <li>• Ensure that the Council’s services are responsive to different needs and treat service users with dignity and respect</li> <li>• Diverse and Engaged Workforce</li> <li>• The Strategy includes a number of actions for each objective</li> </ul> <p>The Strategy will help inform the EqIA.</p>

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<sup>73</sup> <https://www.westnorthants.gov.uk/equalities-diversity-and-inclusion/equality-policy-and-strategy>

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