

## 3.5 Ground conditions

### 3.5.1

A preliminary assessment of contamination risk has been prepared by MLM Consulting Engineers, based on historic mapping of recorded previous land uses<sup>1</sup>. Findings are illustrated in Figure 3.5.

### 3.5.2

Much of the area comprises backfilled ironstone workings, which will need to be taken into account in determining building foundation specifications.

### 3.5.3

In addition, there are three small pockets, including the sewage pumping station, where there is considered to be a potential risk of contamination, relating to former industrial-related uses.

### 3.5.4

The risk of contamination does not necessarily imply a confirmed incidence of contamination. At this stage the assessment has been a desktop exercise only and no testing has, as yet, been undertaken.

### 3.5.5

The existing indicative limit of the flood plain is indicated in Figure 3.5, as advised by the Environment Agency. It distinguishes between areas classified as Flood Zone 3 (high risk area) and Flood Zone 2 (medium risk area). Also shown is the potential reduced flood plain area once flood alleviation measures have been introduced to the Ise Valley. This is purely indicative and Environment Agency consent will be required for any proposed development within the floodplain area.

## 3.6 Buildings of local architectural or historical significance

### 3.6.1

Figure 3.5 highlights those buildings where retention and, where relevant, conversion is strongly encouraged. These include the main South Hill Farm House, Irthlingborough Grange, The Granary offices and two outbuildings north of Irthlingborough Grange.



The trees surrounding Irthlingborough Grange define the skyline, as seen from the Town

## 3.7 The movement network

### 3.7.1

Figure 3.6 illustrates the movement network within which the site is located.

### Main routes

#### 3.7.2

As further detailed in Chapter 4, the Neighbourhood Centre is to be located where the new east-west route (extending from Midland Road) intersects with the existing Irthlingborough Road and a new avenue extending northward.

#### 3.7.3

The Eastern Relief Road proposed as part of the wider Wellingborough East Development Framework will provide the strategic route for industrial-related HGV traffic. As such, together with other traffic management measures, it will help to alleviate lorry traffic in the eastern fringes of the existing town. This will extend from Northen Way, through Finedon Road Industrial Estate and over the railway lines to connect with Finedon Road. From here it will skirt around the eastern periphery of the proposed development to link with Ditchford Road and onwards to the A45.

### Public transport

#### 3.7.4

It is proposed that the bus network is extended along these main routes and fully integrated into the Neighbourhood Centre.

#### 3.7.5

Access to the railway station is also a major design influence, as it is only 10-15 minutes walk away. Direct pedestrian and cycle routes are to be provided, as detailed in Chapter 4.

<sup>1</sup> This engineering analysis and the information on which it was based was prepared by a third party and has been donated to the Borough Council of Wellingborough for the purposes of informing the strategic WEAST master planning process only. It is copyright material and should not be used or relied upon by anyone other than the person for whom it was prepared. The information is included in the development brief on the understanding that no claims or liability for any loss or damages as a result of its publication in the master plan will be accepted by its authors, by those that commissioned its production by the authors or by those who agreed to permit its publication in the development brief documents. The information has been based on strategic studies and is not considered suitable to support development at specific sites within the master planning area. Those contemplating development of specific sites or otherwise seeking to use the information published cannot rely on the information included in the development brief and must carry out their own detailed investigations and engineering analysis.

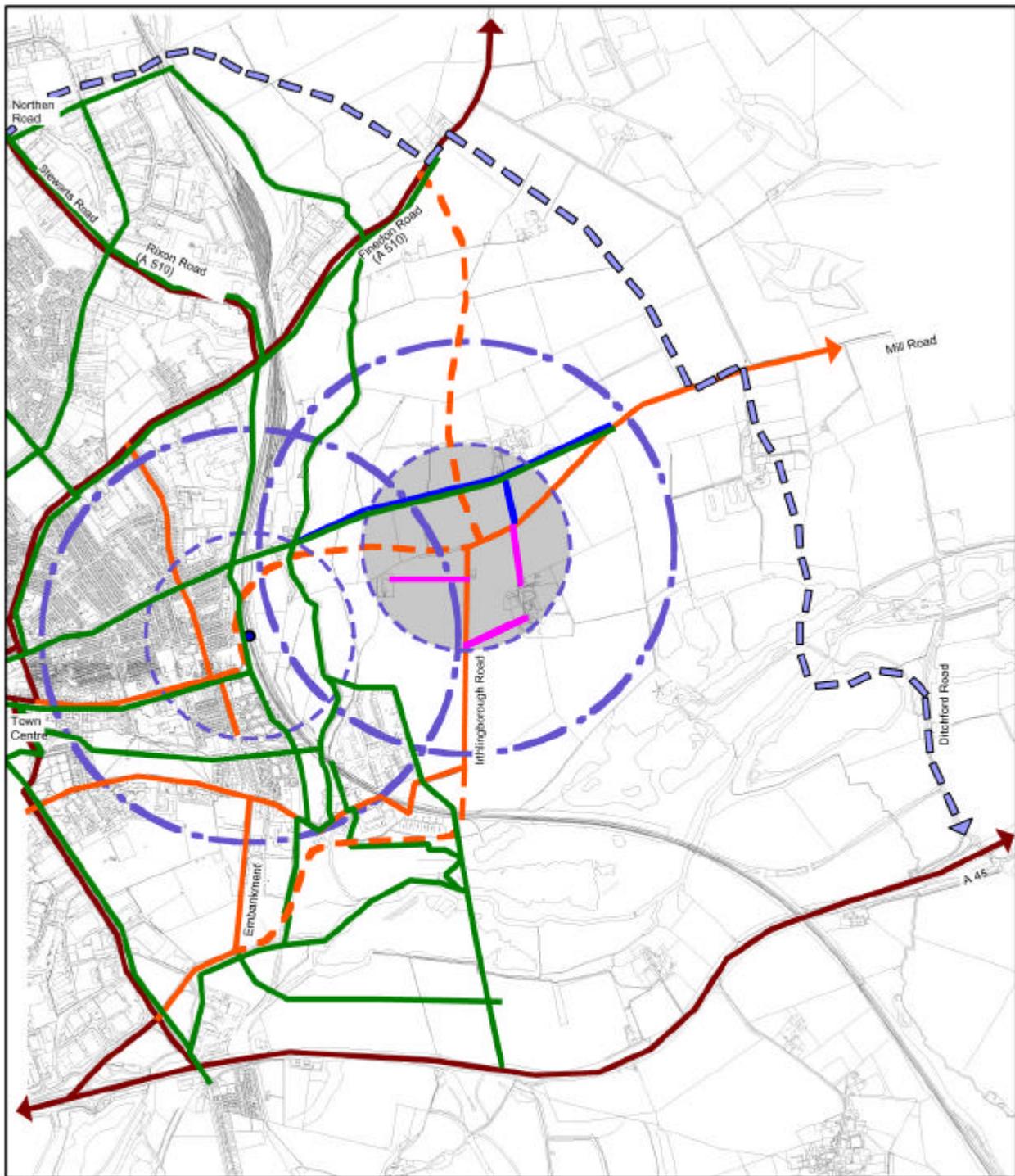


Figure 3.6 Movement network

### Pedestrian rights of way

3.7.6

Other than Irthlingborough Road, the only other pedestrian right of way is along the trackway that extends east-west along the southern boundaries of South Hill Farm to connect with Mill Road and southwards from this point to connect with Irthlingborough Road.

### Cycle routes

3.7.7

The designated cycle route along Irthlingborough Road will need to be integrated into designs.

### Private access

3.7.8

Existing private accessways extend from Irthlingborough Road to:

- the pumping station;
- Irthlingborough Grange from the west;
- The Granary hi-tech offices accessed on a track parallel to a track to Irthlingborough Grange kennels;
- Irthlingborough Grange kennels accessed on a track parallel to track to The Granary leading northward to Irthlingborough Road;
- South Hill Farm and adjacent houses;

## 3.8 Legibility

3.8.1

Figure 3.7 illustrates the site's "legibility". This summarises how the area is composed and experienced. It provides a composite plan that brings together some of the key features mentioned in the analysis above, namely:

- The existing buildings, including the rear of the Laurence Leyland Industrial Estate to the south;
- The physical characteristics of the existing routes – Irthlingborough Road and the trackway to Mill Road;
- Significant vegetation;
- The views into and out of the site (reviewed in 3.2); and
- The proposed east-west link and the natural focal point of the neighbourhood centre where this crosses Irthlingborough Road.



The town viewed from the site (looking along the pumping station access)

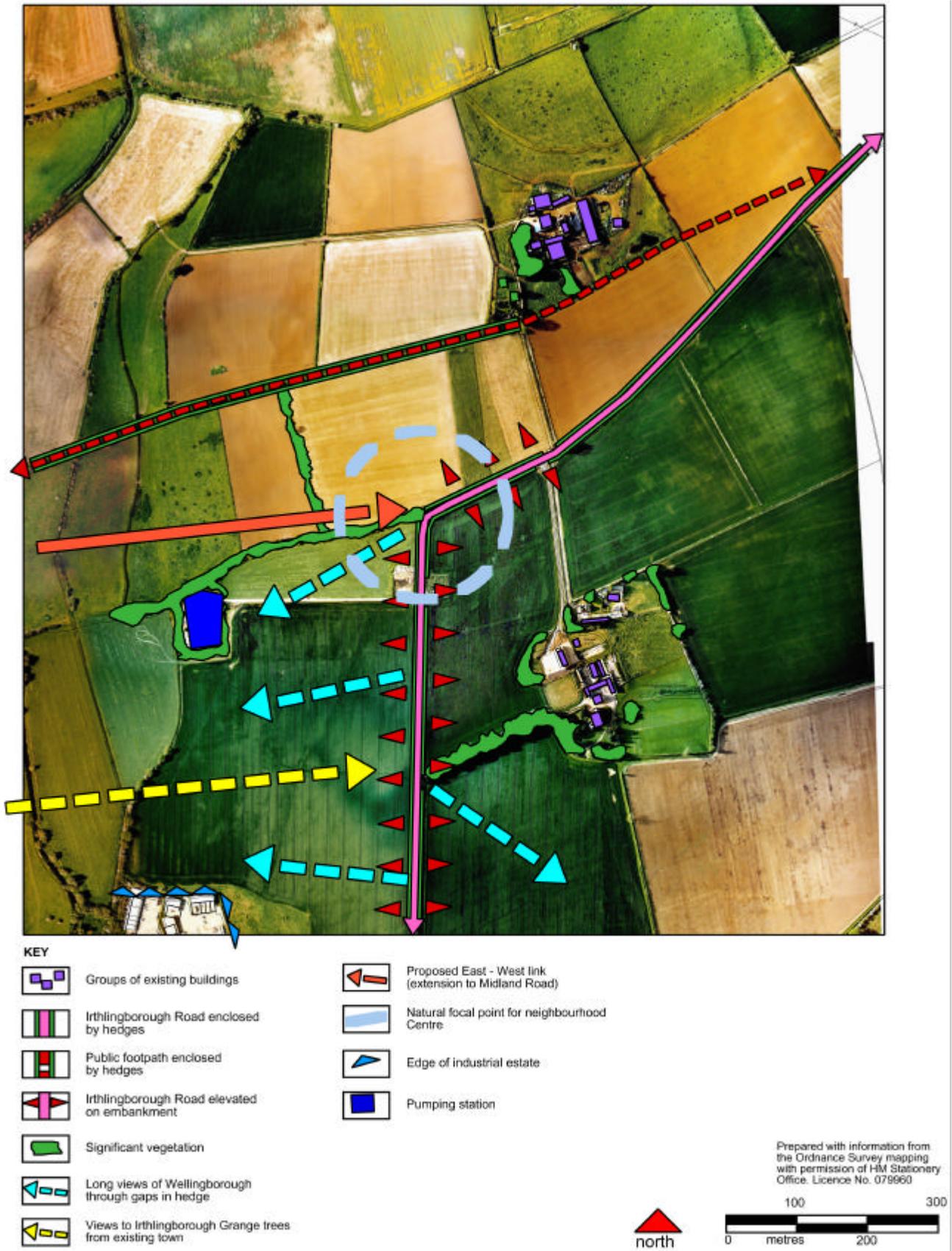


Figure 3.7 Legibility

### 3.9 Existing land use

#### 3.9.1

Other than the existing farmland, existing land uses illustrated in Figure 3.8 can be summarised as:

- The pumping station;
- The Irthlingborough Grange residential property;
- B1 offices;
- The kennels located immediately north of the Grange, which have a certain noise impact;
- The working South Hill Farm and adjacent residential properties.

### 3.10 Land ownership and tenure

#### 3.10.1

The majority of land is owned by various companies and organisations that have combined to form the WEAST landowners consortium. Individual private landholdings that fall outside this group include:

- Ambury, an Anglian Water company responsible for the pumping station;
- Irthlingborough Grange;
- The Granary offices that forms part of the Grange Farm collection of buildings; and
- The kennels and associated residential property;

#### 3.10.2

South Hill Farm is currently leased from Northamptonshire County Council, who form part of the WEAST landowners consortium.