BOROUGH COUNCIL OF WELLINGBOROUGH

LOCAL PLAN
(1999 PLUS ALTERATION 2004)

SAVED POLICIES

Saved 27th September 2007
Updated 14th July 2016
Policies in the Borough of Wellingborough Local Plan are gradually being replaced by those in the Local Development Framework. This version of the Local Plan sets out the 'saved' policies (i.e. those policies in the Local Plan that continue to be used by the Borough Council in the determination of planning applications). The explanatory text associated with these policies is also included in order to give clarification in their interpretation.

'Saved' Policies G19 and H8 are, however, shaded in order to indicate that they have been replaced by Policy WTC17 and WTC13 respectively within the town centre as defined on the Wellingborough Town Centre Area Action Plan Proposals Map.

For a full list of policy documents used in the determination of planning applications, please use the following link:

http://www.wellingborough.gov.uk/info/856/local_development_framework/568/planning_policy
SAVED POLICIES

The list below shows all policies from the Local Plan that continue to be used in the determination of planning applications.

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* Policy G19 and H8 have been replaced by Policy WTC17 and WTC13 within the area covered by the Wellingborough Town Centre Area Action Plan.
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INTRODUCTION
Fig 1.1 The Borough of Wellingborough
Fig 1.2 Local Context
Chapter 2

GENERAL POLICIES

INTRODUCTION

2.1. The policies within this chapter are primarily concerned with the conservation of both the built and natural environment. The term ‘environment’ is used in its widest sense and its conservation therefore includes: concern for landscape quality, nature conservation, protection of agricultural land, sustaining the character and diversity of the countryside, defending the countryside against urban sprawl, maintaining the character of settlements, safeguarding amenity, conserving the built and archaeological heritage, protecting groundwater, preventing pollution and encouraging good design and the arts. The newer environmental concerns, such as global warming and the consumption of non-renewable resources, are also considered.

2.2. These general policies will apply throughout the Plan area to all development. Proposals are, however, also subject to the more detailed consideration of the following chapters, which contain policies principally relating to individual land uses and specific sites. Further detailed guidance on matters such as parking standards are included as Supplementary Planning Guidance at the end of the plan. Together, the general and more specific policies establish a detailed basis for a positive stance to be taken to development, whilst ensuring that potential conflicts with environmental concerns can be resolved in accordance with the Plan strategy.

2.3. The Proposals Map is at 1:25000 scale for the whole Plan area, supplemented by larger scale insets. References to the Proposals Map should be taken to include the insets as appropriate. Areas which have no specific notation on the Proposals Map should for the most part remain in their current usage.

GENERAL POLICIES

Villages

POLICY G4

IN THE LIMITED DEVELOPMENT AND RESTRICTED INFILL VILLAGES DEVELOPMENT WILL BE GRANTED PLANNING PERMISSION, SUBJECT TO MORE SPECIFIC POLICIES REGARDING INDIVIDUAL SITES AREAS OR USES, IF IT:

1. IS WITHIN THE VILLAGE POLICY LINES, AS DEFINED ON THE PROPOSALS MAP;
2. WILL NOT, EITHER INDIVIDUALLY OR CUMULATIVELY WITH OTHER PROPOSALS, HAVE AN ADVERSE IMPACT ON THE SIZE, FORM, CHARACTER AND SETTING OF THE VILLAGE AND ITS ENVIRONS.

LIMITED DEVELOPMENT VILLAGES ARE:

EARLS BARTON; FINEDON AND WOLLASTON

RESTRICTED INFILL VILLAGES ARE:

BOZEAT; LITTLE HARROWDEN;
ECTON; LITTLE IRCHESTER;
GREAT MEARSHAM;
DODDINGTON; ORLINGBURY;
GREAT SYWELL EXCLUDING THE OLD
HARROWDEN; VILLAGE; AND
GRENDON; WILBY
HARROWDEN;
HARDWICK;
IRCHESTER;
ISHAM;

POLICY G5

IN THE RESTRAINT VILLAGES OF EASTON MAUDIT, STRIXTON AND SYWELL OLD VILLAGE PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT OTHER THAN THE RE-USE OR CONVERSION OF SUITABLE BUILDINGS WHERE THE DESIGN AND MATERIALS USED IN ANY EXTERNAL WORKS SENSITIVELY REFLECT THE QUALITY OF THE VILLAGE ENVIRONMENT.

2.9. Village policy lines are defined on the Proposals Map to clearly differentiate between the open countryside and the villages. They are drawn for all villages - with the exception of Easton Maudit, Strixton and Sywell old village (see paragraph 2.13 below) - and generally relate closely to the existing built-up area. Village policy lines will be used to interpret the ‘village confines’ referred to within relevant Structure Plan policies. Principally in the case of the Limited Development Villages, some additional land has been encompassed which can be readily assimilated into the settlement form and allow for small scale peripheral growth.

2.10. Sufficient land, therefore, has been identified within the village policy lines to allow for most local development needs in accordance with the general strategy. Account will be taken of growth limits for each settlement, not only in respect of matters such as the capacity of local services and the cumulative effects of development upon the village...
environment as a whole, but also in terms of individual site constraints. It should be emphasized that severe restraint of development outside the policy lines, other than that acceptable under open countryside policies, should not be taken to imply that within the villages all development is appropriate.

2.11. Wherever possible, village policy lines relate to natural boundaries or to existing development which respects the rural character and form of the village. The preservation of views to the open countryside and penetration of open land into the village is taken into consideration to maintain a sense of countryside. Neither garden land nor sporadic peripheral development is therefore necessarily included.

2.12. Certain villages have peripheral areas with an informal and diffuse layout which create a pleasant sense of transition to the adjoining countryside, often entailing significant views from within the village towards the open countryside. This is considered to be a particularly important aspect of their form and character, and proposals for development in these areas will be carefully controlled, in accordance with Criterion 2 of Policy G4, to ensure that the development form does not become regimented or intensively built up such that the sense of transition or existence of significant views are substantially lost.

2.13. The Restraint Villages of Easton Maudit, Strixton and Sywell old village are small settlements of considerable character. Most development will not normally be acceptable, as detailed above. Because of the close visual relationship of these villages to the surrounding countryside, village policy lines are inappropriate.

THE BUILT ENVIRONMENT

Environmentally Important Open Space.

**POLICY G19**

**PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WILL RESULT IN THE LOSS OF AREAS DESIGNATED AS ENVIRONMENTALLY IMPORTANT OPEN SPACE.**

2.37. Both the town and the villages derive a large part of their character from open spaces retained within them. It is considered to be of local importance to exclude development from some sites so that this open character is not significantly eroded. Consequently, specified sites which are most important to the visual or physical character and structure of the settlements are identified. The sites are designated Environmentally Important Open Space (E.I.O.S.) on the Proposals Map.

2.38. Within the villages these include parks, traditional village greens, or more informal areas. The town has a well established open space network, based on the valleys and ridgelines, which is structurally important to the town as a whole. This system, together with some traditional town parks, forms the basis for E.I.O.S. within the town.
2.39. These open spaces need not be publicly accessible or of a formal nature. Besides individual quality, account has also been taken of cumulative value. Where the cumulative value is particularly significant, for example the linear park system of the town, it will be especially important to ensure that the continuity is not lost. The Borough Council will seek to ensure the retention of natural features such as attractive and healthy trees; agreements to facilitate public access will be pursued where desirable.
Chapter 5

SHOPPING AND OTHER RETAIL USES

THE TOWN

Local Shops

POLICY S5

SHOPPING DEVELOPMENT WITHIN RESIDENTIAL AREAS OF THE TOWN WILL ONLY BE PERMITTED IF IT IS:

1. SMALL SCALE; AND

2. LOCATED WITHIN A LOCAL CENTRE, WHEREVER POSSIBLE, OR WITHIN A GROUP OF SHOPS.

POLICY S6

CHANGES OF USE FROM RETAILING OR FROM A SHOP TO ANOTHER FORM OF RETAILING IN A LOCAL CENTRE WITH VERY LITTLE EXCEPTIONS MAY BE MADE TO REDEVELOP A LOCAL CENTRE FOR OTHER USES IF SECURE ARRANGEMENTS ARE ENTERED INTO FOR SATISFACTORY REPLACEMENT PROVISION NEARBY.

5.11. It is desired to keep small-scale town ‘estate’ shopping facilities in use as such as they maintain vitality and provide an important service for local residents, particularly the elderly, the infirm and those without access to a car. A certain proportion of other ‘retail’ type uses such as financial and professional services and hot foot outlets (see definition in paragraph 10.1 below) are of course appropriate in local centres, but it is considered that traditional shops should normally predominate.

5.12. There is sufficient potential for retail facilities in the town for further new shopping development in residential areas to be restricted normally to small scale uses commensurate with the everyday needs of the locality and thereby avoid undue conflict with residential amenity. Control will relate both to new development and extensions to existing facilities. Wherever possible, local shopping facilities should be associated with the purpose built local centres, designed and located to minimise disturbance to the surrounding area.
Chapter 6

LEISURE AND COMMUNITY FACILITIES

OUTDOOR RECREATIONAL FACILITIES

Important Amenity Areas

POLICY L5

PLANNING PERMISSION WILL NOT BE GRANTED FOR PROPOSALS WHICH WOULD RESULT IN THE LOSS OF AN IMPORTANT AMENITY AREA. EXCEPTIONS MAY BE PERMITTED:

1. ON SITES WHICH ARE NOT IDENTIFIED AS ENVIRONMENTALLY IMPORTANT OPEN SPACE, PROVIDED THAT IT CAN BE ESTABLISHED THAT EITHER:

   A. THERE IS INSUFFICIENT LONG TERM DEMAND FOR THE FACILITIES, OR

   B. PROVISION IS TO BE MADE ON AN ALTERNATIVE AND APPROPRIATE SITE WHICH IS EASILY ACCESSIBLE AND PROVIDES EQUIVALENT COMMUNITY BENEFIT; AND

2. IN THE CASE OF THE PROPOSED DEVELOPMENT OF A SMALL PART OF AN IMPORTANT AMENITY AREA, WHERE THIS IS AGREED AS REPRESENTING THE BEST MEANS OF RETAINING SPORTS AND RECREATIONAL FACILITIES.

6.11. Existing recreational open space in the Borough, comprising recreational/sports grounds (including school sports grounds), playing fields, the town linear park system, formal town parks, pocket parks, allotments, informal open space and children's play areas in close association with housing developments, are defined as Important Amenity Areas (I.A.A.s). The Borough Council will generally support their retention by resisting alternative forms of development. Additional recreational sites provided during the Plan period will also be regarded as IAAs for the purpose of the Plan.
6.12. A survey recently carried out by the Council to assess the provision of recreational open space showed that all playing pitches within the town inset and village policy lines available to the public or to private clubs and organisations were actively used by local sports teams. These pitches clearly meet a specific public demand for sport and other physical recreation and as such are considered to be justified for inclusion as Important Amenity Areas. Full details of the playing pitch survey is available in Supplementary Planning Guidance.

6.13. Additionally, as the linear park constitutes a significant proportion of the informal recreation space in Wellingborough town and, as an integral system, (refer to Chapter 2) is indivisible, special designation as IAA is considered to be of particular importance.

6.15. Proposals to use IAAs for alternative purposes will generally be resisted. Permission may be forthcoming, however, where strong evidence of insufficient existing and long-term community demand is presented, and the applicant has fully explored the suitability of utilising the site for other forms of recreation. The loss of an IAA may also exceptionally be allowed if provision is to be made elsewhere for suitable alternative facilities offering an equivalent or improved community benefit. These requirements are applicable to all proposals involving the loss of IAAs regardless of whether or not the public currently has access to them. The site location, the quality of playing surface, ancillary facilities and security of future use will be important factors in considering acceptability.

6.16. Current demand can also be satisfied by making better use of existing facilities. Dual use of school playing fields is therefore encouraged and the suggestion in PPG 17 that local education authorities should not dispose of such facilities unless they have established that they will not be required in the longer term for school or community use, is supported. Similarly, the needs of the wider community may be served by the dual use of privately-owned sports grounds.
Fig 6.1 Access to Linear Park System
Access to Linear Park System

6.17. Certain sections of the town linear park system are not at present owned by the Borough Council, namely:-

- land off Senwick Road,
- land off Hardwick Road,
- land r/o Stanwell Way,
- land at Northampton Road, east of the Wilby Way roundabout.
(See Figure 6.1)

In order to achieve comprehensive accessibility within the existing urban system, therefore, the Borough Council proposes to bring the areas of land as shown on Figure 6.1 into public ownership or to negotiate public access across them, as appropriate.

POLICY L6

PLANNING PERMISSION FOR THE MAJOR NEW DEVELOPMENT AREAS ON THE PERIPHERY OF THE TOWN WILL BE CONDITIONAL UPON THE PROVISION, WHERE APPROPRIATE, OF EXTENSIONS TO THE ADJOINING TOWN LINEAR PARK AND RURAL RIGHTS OF WAY SYSTEM.

6.18. The major new development areas on the periphery of the town, as discussed in Chapter 9, are intended to be planned in parallel with extensions to the town linear park open space system, based upon the river valleys and ridge lines. These extensions will be excluded from development areas. As IAAs, the extended linear park will enhance the amenity of the expanding urban population by providing relatively extensive areas for walking and other informal recreational activities. It is also intended that the new peripheral development areas should, wherever possible, be linked to the rural public rights of way system.

Provision of New Recreational Open Space

POLICY L7

PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT INVOLVING TEN OR MORE DWELLINGS WILL NOT BE GRANTED UNLESS ADEQUATE PROVISION FOR NEW RECREATIONAL OPEN SPACE, TO INCLUDE PLAYING PITCHES, INFORMAL AMENITY SPACE AND CHILDREN'S PLAY SPACE, IS INTENDED.

REQUIREMENTS, TO A MINIMUM STANDARD OF 0.35 HECTARES PER 50 DWELLINGS (PRO-RATA), ARE AS FOLLOWS:

YOUTH/ADULT USE, COVERING BOTH PUBLIC AND PRIVATE SECTOR, INCLUDING PUBLICLY ACCESSIBLE
SCHOOL FACILITIES ............... 0.22 HECTARES/50 DWELLINGS\(^{(1)}\)

CHILDREN'S USE: OUTDOOR EQUIPPED PLAYGROUNDS, ADVENTURE PLAYGROUNDS, INFORMAL PLAY SPACE ............... 0.09 HECTARES/50 DWELLINGS\(^{(1)}\)

AMENITY OPEN SPACE (INFORMAL USE) .................. 0.04 HECTARES/50 DWELLINGS\(^{(1)}\)

TOTAL: 0.35 HECTARES/50 DWELLINGS

PROVIDED THAT:

A. NO DEVELOPMENT SITE SHALL HAVE A RESULTANT RECREATIONAL SPACE OF LESS THAN 0.04 HECTARES;

B. NO DWELLING IS LOCATED MORE THAN 250 METRES FROM AN AREA OF OPEN SPACE; AND

C. ON DEVELOPMENT SITES OF LESS THAN 50 DWELLINGS THE DEVELOPER WILL MAKE PRO-RATA COMMUTED SUM PAYMENTS IN LIEU OF OPEN SPACE PROVISION FOR YOUTH AND ADULT USE.

\(^{(1)}\) based on the National Playing Fields Association "6 acre standard" and assuming a household size of 2.58 persons.

6.19. Provision of additional open space is a fundamental requirement of new planned development. Developers will, therefore, be expected to provide public open space within housing developments in accordance with the standards set out in Policy L7. Areas such as unusable landscape strips and small incidental pieces of land within housing estates will not normally be counted towards public open space requirements. Additionally, wherever possible, all dwellings should be located within 250 metres of a piece of recreational open space and, in the town, in reasonable proximity to the linear park system. Some flexibility in applying the breakdown of open space may be desirable in certain circumstances, especially with specialised housing schemes, for example it would not be necessary to provide equipped children's playgrounds in sheltered accommodation for the elderly.
## RURAL AREA SITES

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LAND AT TOWNSIDE FARM AND MILNER ROAD, FINEDON

11.4. This land, allocated for housing on the Proposals Map, consists of two distinct sites as shown on Figure 11.1. The two sites can be developed independently of each other subject to secure provision being made for vehicular access to Townside Farm from Milner Road in accordance with Policy FN1 and Policy FN2.

Land at Townside Farm

11.5. It is envisaged that this site, which is the larger of the two areas identified on Figure 11.1, will accommodate approximately 85 dwellings. Retention of the existing farmhouse will, however, be required together with the provision of a substantial landscaped buffer along and within the south-east and south-west boundaries of the site. This landscaped buffer will help soften the edge of the development, reduce visual intrusion into the open countryside and create a strong, defensible boundary to the settlement. Potential developers are also advised to undertake a careful investigation of local soil conditions due to the proximity of known ironstone workings.

11.6. Having regard to existing environmental problems, including a lack of off-street parking for residents, vehicular access will not be permitted from Summerlee Road other than to serve the existing buildings. Vehicular access into the remainder of the site should be gained from Hawthorne Road and Milner Road. To exclude non-access vehicular traffic these two roads into the site must not be linked to each other. Use of Hawthorne Road may create the need for a turning area and additional off-street parking to serve existing development whilst access from Milner Road will probably need to be constructed across adjoining land allocated for housing and referred to in Policy FN2. To provide a shortened route on foot or by bicycle to a number of facilities and services in the villages, pedestrian and cycle access to Summerlee Road and the Recreation Ground must be provided.

POLICY FN1

PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL DEVELOPMENT ON LAND AT TOWNSIDE FARM, AS SHOWN ON THE PROPOSALS MAP. PROPOSALS SHOULD INCLUDE:

1. COMPREHENSIVE LANDSCAPING, INCLUDING A SUBSTANTIAL LANDSCAPED BUFFER ALONG AND WITHIN THE SOUTH-EAST AND SOUTH-WEST BOUNDARIES OF THE SITE;

2. THE RETENTION OF THE EXISTING FARMHOUSE;

3. THE PROVISION OF VEHICULAR ACCESS, OTHER THAN TO SERVE THE EXISTING BUILDINGS, FROM HAWTHORNE ROAD AND MILNER ROAD, WITH NO THROUGH LINKAGE; AND

4. THE PROVISION OF CONVENIENT PEDESTRIAN/CYCLE ACCESS TO SUMMERLEE ROAD AND THE RECREATION GROUND.
**Milner Road**

11.7. Located on the south-east corner of Milner Road and comprising an area of about 1.35 ha., the land was once subject to opencast ironstone working. Until recently the frontage of the land was occupied by Orlit houses which have now been demolished. The remainder of the site currently contains 24 lock-up garages and a pony paddock.

11.8. Adequate landscaping, including native trees, should be incorporated along both the southern and main eastern site boundaries to soften the edge of the built-up area. This landscaping should form part of a comprehensive scheme submitted as an integral part of the development proposals. The Black Poplar tree, which is the subject of a Tree Preservation Order, should be retained. Proposals must allow for vehicular access between Milner Road and the Townside Farm site referred to in Policy FN1. Provision should also be made for the replacement of the existing garages where there is sufficient demand to warrant this.

**POLICY FN2**

PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL DEVELOPMENT ON LAND AT MILNER ROAD, FINEDON, AS SHOWN ON THE PROPOSALS MAP. PROPOSALS SHOULD:

1. NOT PREJUDICE THE PROVISION OF A SATISFACTORY MEANS OF ACCESS BETWEEN MILNER ROAD AND LAND AT TOWNSIDE FARM;

2. PROVIDE FOR THE RETENTION OF THE BLACK POPLAR TREE; AND

3. INCLUDE THE REPLACEMENT OF THE EXISTING GARAGES, UNLESS THERE IS INSUFFICIENT DEMAND TO WARRANT THIS.
Fig 11.1 Land at Townside Farm and Milner Road
Great Doddington

THE BOROUGH OF WELLINGBOROUGH LOCAL PLAN

GREAT DODDINGTON VILLAGE INSET

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Great Harrowden
CHESTER HOUSE, IRCHESTER

11.9. The majority of the Chester House area, bounded by policy area U15 of the Local Plan Alteration, the railway, the River Nene and the A45, is designated a Scheduled Ancient Monument. Chester House and the attached cottage and walls are listed Grade II*. Several barns, cartsheds, stables and the kitchen garden walls are also listed Grade II. As part of the comprehensive development of Wellingborough East, the opportunity may be forthcoming to carry out a full investigation of the whole of the Scheduled site with a view to establishing a Heritage Park. The latter could incorporate the site of the Roman town and the Chester House farm complex and become a centre of regional and national significance. Subject to arrangements allowing for such proposals and to safeguards, the Borough Council would support an application for Ancient Monument Consent in respect of policy area U15 of the Local Plan Alteration.

POLICY IRI

PLANNING PERMISSION WILL BE GRANTED FOR A HERITAGE PARK IN ASSOCIATION WITH THE ARCHAEOLOGICAL REMAINS OF THE CHESTER CAMP SCHEDULED ANCIENT MONUMENT, IN THE AREA SHOWN ON THE PROPOSALS MAP. NO OTHER DEVELOPMENT WHATSOEVER WILL BE PERMITTED.
FINEDON SIDINGS, LITTLE HARROWDEN

11.12. Finedon Sidings Industrial Estate is an isolated pocket of development in open countryside located about a mile west of Finedon. The site was established in the last century in association with the adjoining railway, modest extensions having been allowed since 1945. It currently comprises approximately 10,000m² floorspace of mixed industrial and storage uses and an estimated workforce of 250 persons.

11.13. Access from Finedon Station Road to the north is via Furnace Lane, a single track road (generally 3 metres wide without a footway, but with passing bays), which also gives access to Furnace Cottages, the row of terraced houses to the south beyond the railway bridge.

11.14. A Site of Nature Conservation Value has been identified to the north of the industrial area; this is shown on the Proposals Map.

11.15. Development limits have been defined, (refer to Inset No. 13) and are intended to restrict further peripheral growth, whilst allowing for the minor expansion needs of existing firms. Also identified is an existing area for open storage use only.

11.16. Located at a relatively low level in proximity to the Ise River valley, the site is visible from the main A509 Wellingborough to Kettering road. The area would, therefore, benefit environmentally from landscaping and boundary screening treatment on the railway side. Any new development or changes of use should have regard to the amenities of the residents of Furnace Cottages in respect of noise, fumes and hours of operation. Additionally, as both residential and industrial occupiers share a common access, it is important that all commercial vehicular servicing and parking is accommodated integrally to avoid unnecessary obstruction to the highway.

POLICY LH1

1. PLANNING PERMISSION WILL ONLY BE GRANTED FOR INDUSTRIAL DEVELOPMENT AT FINEDON SIDINGS, LITTLE HARROWDEN, INSIDE THE LIMITS OF DEVELOPMENT AS SHOWN ON THE PROPOSALS MAP, PROVIDED THAT:

   A. THE DEVELOPMENT WOULD NOT BE LIKELY TO LEAD TO AN INCREASE IN TRAFFIC MOVEMENTS; AND

   B. IN THE CASE OF EXTENSIONS TO BUILDINGS, THEY ARE TO MEET SPECIFIC ANCILLARY AND ASSOCIATED USES; AND

   C. ADDED LANDSCAPING IS PROVIDED AT THE BOUNDARIES WITH THE OPEN COUNTRYSIDE.

2. PLANNING PERMISSION WILL BE GRANTED FOR APPROPRIATE OPEN STORAGE WITHIN THE ADJOINING AREA OF LAND SHOWN ON THE PROPOSALS MAP SUBJECT TO ADEQUATE LANDSCAPING BEING PROVIDED AT THE BOUNDARY WITH THE OPEN COUNTRYSIDE.
SYWELL AERODROME, SYWELL

11.17. Sywell Aerodrome is immediately north of the old village of Sywell. It is in close proximity to a Conservation Area and two Sites of Nature Conservation Value, one of which is and Ancient Woodland.

11.18. The aerodrome developed from a flying club launched over 50 years ago. During the Second World War the Ministry of Aircraft erected several large buildings which were used for the assembly and repair of bombers; most of these buildings still exist today, along with some additional development. Over the years commercial and industrial uses have occupied former aircraft hangers to subsidise the operation of the airfield. There is also a motel complex and a flying school which is very well patronised.

11.19. This site is the County's only significant airfield and is a base for 20 to 30 planes and a number of helicopters. As such it is an important asset and can provide air taxi and freight services for local businesses. With expanding European markets there may be increased demand for these types of services.

11.20. The site does, however, have a number of constraints. The Department of Transport has advised that it would not wish to see any further development that would lead to increased traffic flows onto the A43 until after the planned A43 Moulton to Broughton improvement scheme has been implemented. The approach roads to the complex are in any case narrow and winding in parts and are inadequate to cope with any material increase in road traffic movements, particularly that of HGVs. The internal layout of the aerodrome is also a cause of concern in view of the unsatisfactory multiplicity of access points and poor integral circulation, parking and delivery facilities. Finally, surface water drainage is currently problematical and periodic flooding occurs.

11.21. Whilst the aerodrome is relatively well hidden from approach roads, it does have a significant visual impact on the immediate rural environment, particularly in view of the physical size and design of the buildings on the complex. It's proximity to the residents of Sywell increases concerns relating to loss of amenity.

11.22. Because of its strategic importance, the aerodrome is treated within the Structure Plan as a special exception to the policy of open countryside development constraint. Policies for the future of the site must reach a balance between the opportunities afforded by an airfield and the disadvantages of an industrial/commercial site in the open countryside. Wherever possible, steps will be taken to improve problems associated with the site, bring it up to meet modern standards and ensure the area is more acceptable in terms of local amenity. The development limits defined on Inset 18 provide a basic containment of the site whilst allowing for modest extensions and redevelopment together with some additional development areas. The latter is in recognition of the need both to compensate for buildings which may be lost to improve the internal layout of the site and to support the provision of a new link road between Wellingborough Road and Holcot Lane. Additionally land immediately to the south of the Holcot Lane site although outside the development limits will be retained for car parking.

POLICY SY1

1. WITHIN THE LIMITS OF DEVELOPMENT AT SYWELL AERODROME AS SHOWN ON THE PROPOSALS MAP, PLANNING PERMISSION WILL ONLY BE GRANTED FOR:

A. NEW BUILDINGS, CHANGES OF USE OR EXTENSIONS TO EXISTING BUILDINGS FOR USES DIRECTLY ASSOCIATED WITH FLYING ACTIVITIES OR PROPOSALS FOR THE IMPROVEMENT OF FACILITIES FOR PASSENGER AND FREIGHT AIR TRAFFIC;
B. EXTENSIONS TO EXISTING BUILDINGS OTHER THAN THOSE MENTIONED IN 1A ABOVE, WHERE THEY ARE TO MEET SPECIFIC ANCILLARY AND ASSOCIATED USES; AND

C. NEW BUILDINGS, CHANGES OF USE OR REDEVELOPMENT FOR LIGHT INDUSTRY OR WAREHOUSE USE PROVIDED THAT THERE IS NO ESTABLISHED REQUIREMENT FOR THE USE OF THE LAND OR BUILDINGS PROPOSED TO BE DEVELOPED OR REDEVELOPED FOR FLYING ACTIVITIES.

2. IN ALL CASES, DEVELOPMENT WHICH WOULD BE LIKELY TO LEAD TO AN INCREASE IN ROAD TRAFFIC MOVEMENTS WILL BE CONDITIONAL UPON ANY NECESSARY IMPROVEMENTS APPROPRIATE TO THE HIGHWAY NETWORK.
Chapter 7

TRANSPORT AND COMMUNICATIONS

WELLINGBOROUGH EAST – ACCESS TO AND FROM THE PRIMARY ROAD NETWORK

POLICY UT1

PRIMARY ROAD ACCESS TO WELLINGBOROUGH EAST SHALL BE VIA THE A510 (NORTHERN WAY)/A509 IN THE NORTH AND THE A45 IN THE SOUTH. TO ASSIST WITH SECURING THE NORTHERN ACCESS POINT, A CORRIDOR OF LAND THROUGH THE FINEDON ROAD INDUSTRIAL ESTATE (AS SHOWN ON THE PROPOSALS MAP) WILL BE SAFEGUARDED FROM OTHER DEVELOPMENT.

A7.9 It is important that the employment areas associated with the development of Wellingborough East have direct access to the main road network to ensure an efficient transport system and avoid conflict with residential areas and other environmentally sensitive uses. The strategic development area abuts trunk road A45 in the south and the A510 in the north and the principal road links from Wellingborough East should be via the A45 and the A510 (Northern Way)/A509. These main routes are shown diagrammatically on Figure 9.13 although they do not preclude consideration of other satisfactory means of access. To assist with the link from the North, a corridor of land through the Finedon Road Industrial Estate (as shown on the Proposals Map) will be safeguarded from other development. Unavoidable highway crossings of the floodplain should obstruct flood flow as little as possible.
Chapter 9

TOWN SITES

INTRODUCTION

A9.1 The site specific policies contained within this chapter are principally designed to govern both the development of key areas allocated for future housing and employment growth within the town, and proposals within small, defined geographic areas where policies, in addition to those elsewhere within the Plan, are deemed appropriate. It is stressed that, in all cases, proposals will be judged not only in accordance with site specific policies but also in conjunction with other material policies of the Plan concerning general matters and specific land uses.

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WELLINGBOROUGH EAST

- General Provisions
- Land South of the Railway
- Land Between Finedon Road and the Railway
- Neilson’s Sidings
- Land North of Finedon Road
- Land East of Eastfield Road
LEYS ROAD / HIGHFIELD ROAD

A9.2 This site, shown in Fig 9.1, measures approximately 1.14 hectares and is currently in use as a scrap yard. Redevelopment of the site for housing will be dependent upon the existing Waste Management Licence being surrendered and a successful remediation scheme being completed, as the site is likely to be contaminated.

A9.3 The site is within a predominantly residential area and is close to local facilities. The surrounding streets are characterised by traditional terraced development and the new housing layout and design should reflect this character. The site should be developed at a minimum net density of 45 dwellings per hectare; this would result in approximately 50 dwellings. It is anticipated that removal of the existing use will result in an improvement in residential amenity due to a reduction in Heavy Goods Vehicle movements, however care must be taken to ensure residents of Albert Road and the property fronting Finedon Road are not overlooked.

A9.4 The principal vehicular access should be from Leys Road. There should however be a pedestrian/cycle route through to Finedon Road to ensure easy access to Eastfield Park and the adjacent schools (refer to Policy T5).

POLICY U1

LAND OFF LEYS ROAD/HIGHFIELD ROAD, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR RESIDENTIAL PURPOSES.

PROPOSALS SHOULD PROVIDE FOR:

1. VEHICULAR ACCESS FROM LEYS ROAD AND A FOOTPATH/CYCLE LINK TO FINEDON ROAD;

2. SATISFACTORY REMEDIATION OF ANY POLLUTION OF THE LAND PRIOR TO DEVELOPMENT COMMENCING; AND

3. A MINIMUM NET DENSITY OF 45 DWELLINGS PER HECTARE
LAND REAR OF 86-92 FINEDON ROAD

A9.15 The site, which has an area of approximately 1.5 hectares, consists primarily of privately owned allotments. A number of the plots are in use whilst others are vacant. The rear gardens of several of the houses fronting Eastfield Road have been extended into the site and a small area at the southernmost end is used as a scrapyard and for storage. It is likely that the site, which is shown in Fig 9.5, is contaminated owing to the presence of the scrapyard and high, naturally occurring levels of arsenic in the area. Accordingly, there will be a need for a risk assessment to be undertaken and for appropriate remediation works to be implemented.

A9.16 Whilst this is essentially a greenfield site, it is located within a predominantly residential part of the existing urban area. It is close to facilities and within 500 metres of the town centre. The site should be developed at a net minimum density of 35 dwellings per hectare taking into account the character of surrounding residential development. A density very close to this minimum will give scope for some of the existing allotments to remain and result in about 50 dwellings on the site. The precise location and extent of allotment land to be retained shall be agreed as part of a comprehensive scheme for the development of the site.

A9.17 The existing access to the site from Finedon Road is inadequate and the Highway Authority advises that the sole vehicular access should be off Eastfield Road.

POLICY U5

LAND TO THE REAR OF 86-92 FINEDON ROAD, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR RESIDENTIAL PURPOSES.

PROPOSALS FOR THIS SITE SHOULD INCLUDE A RANGE OF DWELLING TYPES AND SIZES IN ACCORDANCE WITH AN AGREED COMPREHENSIVE SCHEME FOR THE ALLOCATED AREA WITH VEHICULAR ACCESS FROM EASTFIELD ROAD AND THE RETENTION OF AN AGREED AREA OF LAND FOR ALLOTMENT USE.
A9.19 Residential use of this land, shown on Fig 9.7, can be regarded as a logical extension of the existing Shelley Road/Queensway housing area. Further work is necessary to define the precise access points. The main access should be to Park Farm Way and a footpath, cycleway and vehicular link through to the Queensway estate will be necessary to ensure that the new development is not ‘isolated’ from the remainder of the town. The link through to the Queensway Estate should be designed so as to try and prevent traffic cutting through the new development from Park Farm Way into the town. There is an existing right of way across the site and this should be either retained or satisfactorily diverted in any development proposal. An investigation will also be necessary to ascertain if there is any archaeological interest present in order that this can be taken into account. Substantial drainage works will be necessary and, in particular, the existing Swanspool Valley trunk foul sewer is already overloaded. Any development should address these points and incorporate the use of sustainable drainage systems.

A9.20 Adjacent to the stream, and within the site, an open space corridor, of a width commensurate with that of the existing linear park system, must be provided in accordance with the established strategy of open space based on valley tributaries. Other recreational facilities must also be provided, as defined in Policy L7, although, where appropriate, these may be integrated into the linear park system, thereby reducing the overall open space requirement. Comprehensive proposals must also include provision for a meeting/sports hall for local requirements. The adjacent Sainsbury’s superstore is likely to need to be supplemented by other shops to serve the development. A suitable pedestrian access through to this from the site should be secured in connection with any development proposals. Other facilities made necessary by the development, such as a doctors surgery, should also be provided in accordance with Policy G25. Therefore, agreements will be sought with developers to ensure financial contributions which fairly and reasonably relate to their proposals are made towards facilities such as education. Attention is also drawn to the need to provide for affordable housing in accordance with Policy H8 and for a footpath/cycleway network in accordance with Policy T5. Substantial landscape screening to Park Farm Way will be required to prevent the development of this site resulting in the coalescence of Wellingborough and Wilby. It is considered, therefore, that, excluding open space provided as part of the town-wide system, provision for a small community hall and screening adjacent to Park Farm Way, a net minimum density of 35 dwellings per hectare is appropriate. This would result in a development of some 770 dwellings.

A9.21 The overall development of this site shall be guided by a comprehensive scheme, which shall be prepared in consultation with the local community.
POLICY U7

LAND BETWEEN PARK FARM WAY AND SHELLEY ROAD, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR RESIDENTIAL PURPOSES.

PROPOSALS FOR THIS SITE SHOULD INCLUDE A RANGE OF DWELLING TYPES AND SIZES AND RELATED COMMUNITY FACILITIES, BASED ON AN AGREED COMPREHENSIVE SCHEME FOR THE ALLOCATED AREA.

THE SCHEME SHOULD PROVIDE FOR PUBLICLY ACCESSIBLE OPEN SPACE ADJACENT TO THE STREAM AND SUBSTANTIAL SCREEN PLANTING ALONG THE BOUNDARIES OF PARK FARM WAY AND THE RETAIL STORE. PRINCIPAL VEHICULAR ACCESS SHOULD BE TAKEN FROM PARK FARM WAY WITH A SECONDARY ROAD CONNECTION SUITABLE FOR PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT AND CARS TO SHELLEY ROAD.

WINDSOR ROAD

A9.25 The principal vehicular access into this site should be from Windsor Road and this is likely to necessitate the acquisition and demolition of a pair of existing dwellings. In order to improve access between the housing estate directly east of Wilby Way and the town, the road in from Windsor Road must also link through to the site allocated for housing under Policy U9 and as indicated in Figure 9.9. This road link should, however, be designed to discourage traffic from using it in order to get to and from the A45.
A9.26 The land off Windsor Road, which consists of vacant allotments, is expected to accommodate approximately 90 dwellings.

A9.27 The land allocated for housing lies adjacent to the A45 and developers will therefore need to undertake a noise assessment study in accordance with PPG24 and implement appropriate remediation measures. It is envisaged that the site will drain to the watercourse that runs parallel to Doddington Road at the eastern end of the site. Attenuation measures, in accordance with Policy G2, will be necessary in order to prevent any increase in the risk of flooding downstream. A water main cuts across the south-west corner of the land allocated for housing and measures will therefore need to be taken to provide for appropriate access to enable future maintenance. Anglian Water advise this water main has an easement strip of 12 metres which should be protected and kept free from built development and deep rooted planting.

A9.28 There is a watercourse running through part of the site which has potential to be improved in terms of biodiversity. This aspect should be explored as part of any planning application.

POLICY U10

LAND OFF WINDSOR ROAD, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR RESIDENTIAL PURPOSES.

PROPOSALS FOR THIS SITE SHOULD INCLUDE A RANGE OF DWELLING TYPES AND SIZES BASED ON AN AGREED COMPREHENSIVE SCHEME FOR THE ALLOCATED AREA.

PRINCIPAL ROAD ACCESS SHOULD BE TAKEN FROM WINDSOR ROAD AND A SECONDARY VEHICULAR CONNECTION SHOULD BE PROVIDED TO ALLOCATED HOUSING LAND TO THE WEST.

HATTON PARK

A9.29 Directly west of Hatton Park Road (see Fig 9.10), between Harrowden Road and Hardwick Road, lies an area of low density residential development with many substantial and largely detached dwellings set in extensive and mature gardens which often include trees covered by a preservation order. Retention of the distinctive environmental quality of this area is considered to be of fundamental importance. Accordingly, a lower net density than the 35 dwellings per hectare referred to in Policy UH5 will be appropriate where this will ensure that the development is compatible with the character of the site and surrounding area. To retain the distinctive environmental quality of this area, the following policy is introduced:

POLICY U11

PLANNING PERMISSION WILL ONLY BE GRANTED FOR NEW DWELLINGS WITHIN THE HATTON PARK AREA, AS DEFINED ON THE PROPOSALS MAP, WHERE, BOTH INDIVIDUALLY AND CUMULATIVELY, THIS WILL NOT HAVE AN ADVERSE IMPACT ON THE CHARACTER OF THE SITE AND SURROUNDING AREA.
THE EMBANKMENT

A9.30 A number of different uses currently occupy this site, including offices, workshops and caravan and car sales. Whilst "B1" business uses will normally be appropriate, the site, shown on Fig 9.11, is also considered to be particularly suitable for quasi-retail uses (e.g. car and caravan sales and workshops with a retail element) not readily accommodated within either the industrial estates or the town centre. To maintain future control of the nature of retailing, suitable conditions, in accordance with Policy S10, will normally be imposed where quasi-retail uses are proposed. Account will also be taken of the effect of any proposals on the vitality and viability of the town centre.

A9.31 There is known to be historical contamination at this location. Any development proposals should include a risk assessment to ensure this factor is taken into account.

POLICY U12

LAND AT THE EMBANKMENT, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR BUSINESS AND QUASI-RETAIL PURPOSES.

PERMISSION WILL NOT BE GRANTED FOR ACTIVITIES THAT ADVERSELY AFFECT THE VITALITY AND VIABILITY OF THE TOWN CENTRE.

LAND TO THE NORTH EAST

A9.32 The site, shown on Fig 9.12, lies at the north-east corner of the Finedon Road Industrial Estate and is currently in use as a private sports ground and for agriculture. Development of this site for employment-related uses would effectively round off the Finedon Road Industrial Estate. Replacement playing field provision will, however, be necessary, together with adequate landscaping to maintain a clear buffer between Great Harrowden and the town. Proposals for specific uses, buildings and extensions will be assessed against policies relevant to Finedon Road Industrial Estate.

POLICY U13

PROPOSALS FOR INDUSTRIAL DEVELOPMENT OF THE LAND TO THE NORTH EAST OF FINEDON ROAD INDUSTRIAL ESTATE, AS SHOWN ON THE PROPOSALS MAP, WILL BE GRANTED PLANNING PERMISSION PROVIDED THAT:

1. ADEQUATE PROVISION IS MADE FOR REPLACEMENT PLAYING FIELD FACILITIES ON AN ALTERNATIVE AND APPROPRIATE SITE; AND

2. PROPOSALS INCLUDE SUBSTANTIAL SCREEN PLANTING ALONG THE NORTHERN AND EASTERN BOUNDARIES OF THE SITE.
WELLINGBOROUGH EAST

General Provisions

A9.33 In accordance with the County Structure Plan the area to the east of Wellingborough is allocated as a Strategic Development Area (SDA). This area of land provides the opportunity to provide an exciting mixed development of housing, leisure and employment uses integrated with the existing urban area of Wellingborough and the facilities it offers. This site is considered to be the most sustainable option for developing Wellingborough. It offers the potential for maximising the use of brownfield land and other disturbed land, thereby minimising the amount of greenfield development. It also has the opportunity for maximising the use of the railway. The area referred to as Wellingborough East is shown on Figure 9.13.

A9.34 Planning a sustainable transportation network for Wellingborough East is seen as a key objective. It should ensure that priority is given to non-car modes of travel, whilst still providing excellent access to the strategic transportation network to encourage economic development. In order to ensure that the area is fully integrated with the existing town effective transportation links with the existing fabric must be provided. Extensive footpaths and cycle routes should be provided throughout the development in accordance with policies T5, T6 and T7, which as well as linking to the town provide links to the surrounding countryside. The existing Public Rights of Way network should be protected and enhanced. Where new routes are provided their future maintenance should be secured. Fig 9.13 indicates the means of access that would be, in principle, acceptable to the Council. This is not intended to be prescriptive and consideration of other safe and convenient access routes is not precluded.

A9.35 Part of the land lies within the floodplain of the Rivers Nene and Ise. Before any development takes place a flood prevention and protection scheme, based on a risk assessment approach, will need to be prepared and agreed with the Council. This should follow current guidelines and take a precautionary approach seeking, wherever possible, to reduce flood risks. There should be no built development in the floodplain except for rail related development and other essential infrastructure. For example, in order to ensure appropriate access, links will need to cross the Ise floodplain back into the town. Emphasis will be put on the use of Sustainable Drainage Systems (SUDs) throughout the development, such as detention ponds, grass swales and porous surfaces to minimise surface water run off. All necessary drainage infrastructure should be completed prior to development commencing and provision should be made for its long term maintenance.

A9.36 The Borough Council has sought to retain the river valleys and ridgelines in the town for public open space. The Ise Valley is not readily accessible at present and its visual attractiveness is affected by sporadic industrial development. Development of Wellingborough East will present the opportunity to create an attractive and accessible valley park with compatible leisure facilities, which will contribute to the environmental quality of the associated residential, leisure and employment development and improve the nature conservation value of the area. This should form an important element in a comprehensive landscape and open space strategy, which also seeks to integrate the development into the landscape. Retention of existing trees and hedgerows and
significant advanced structure planting, particularly along the ridgelines, are seen as key features in ensuring this. Avoiding coalescence and undue impact on the neighbouring settlements of Finedon, Irthlingborough, Rushden and Irchester is also a high priority.
A9.37 Information upon mineral deposits in the area can be obtained from the County Council. Policy G1 requires that known mineral reserves should not be unnecessarily sterilised. It will be necessary to carry out site investigations prior to development to establish ground conditions within this valley area. Quarrying has taken place in parts of the area in the past. Similarly, as a brownfield site, investigations will be required into potential contamination. The area is also of archaeological interest and appropriate evaluation must be undertaken before planning applications are determined and to inform the preparation of development briefs. Provision will be required for preservation or recording of important remains in accordance with Policies G14 and G15.

A9.38 Part of Wellingborough East is on high quality agricultural land. The design of the site should take into account the need to minimise the impact on this resource. This can be mitigated by locating ‘soft’ uses such as parkland or recreational land on these areas. Care should also be taken to ensure that the effects on adjacent farmland are minimised.

A9.39 The Plan divides Wellingborough East into 6 broad zones, indicating acceptable uses and any requirements particular to each; the zones, described in the following sections and shown on Figure 9.13, are: Land North of the A45, Land South of the Railway, Land Between Finedon Road and the Railway, Neilson’s Sidings, Land North of Finedon Road and Land East of Eastfield Road. Supplementary Planning Guidance will be prepared by the Borough Council to provide the framework within which all these sites will be developed. This will develop the key principles set out within the policies of this plan and describe and illustrate how the vision should be achieved. It will also set out the broad location of the different uses planned for the area and a phasing programme. This programme will seek to ensure that the number of dwellings specified in Policy UH3 is achieved and that infrastructure and community facilities to serve the development are introduced progressively. The SPG and phasing programme will reflect the desire to prioritise the redevelopment of brownfield land and will seek to ensure the development of areas within Wellingborough East that would be well related to the town. The brownfield land is primarily located adjacent to the railway corridor, on the periphery of the existing urban area. It is recognised that there may be practical constraints in terms of the procurement and implementation of access, associated infrastructure and landownership issues for some of this brownfield land. Where there are particular constraints on brownfield land this will not be allowed to prevent the achievement of the dwelling figures in Policy UH3. In such circumstances the development of greenfield land within Wellingborough East will be considered appropriate subject to this being in conformity with a previously submitted and agreed phasing programme.

POLICY U14

LAND IS ALLOCATED AT WELLINGBOROUGH EAST, AS DEFINED ON THE PROPOSALS MAP, FOR MIXED-USE DEVELOPMENT INCLUDING 2875 DWELLINGS, 110.8 HECTARES OF EMPLOYMENT LAND, 9 HECTARES OF LEISURE USES, COMMUNITY AND SOCIAL FACILITIES, AND OPEN SPACE.

PLANNING PERMISSIONS WILL NOT BE GRANTED IN ADVANCE OF APPROVAL OF SUPPLEMENTARY PLANNING GUIDANCE, SHOWING THE BROAD DISTRIBUTION OF PROPOSED USES FOR THE ALLOCATED
AREA, WHICH THE COUNCIL WILL ADOPT AFTER PUBLIC CONSULTATION. PROPOSALS FOR INDIVIDUAL SITES SHOULD ACCORD WITH THE PROVISIONS OF THE SUPPLEMENTARY PLANNING GUIDANCE, OR SUBSEQUENTLY AGREED AMENDMENTS, WHICH WILL BE BASED ON THE FOLLOWING KEY PRINCIPLES:

1. SAFE AND CONVENIENT ACCESS LINKS BETWEEN ALL PARTS OF THE ALLOCATED AREA, THE EXISTING URBAN ROAD SYSTEM AND THE WIDER TRANSPORT NETWORK, WITH HIGHWAY IMPROVEMENTS WHERE NECESSARY.

2. REDUCED DEPENDENCY ON THE USE OF THE PRIVATE CAR AND THE PROMOTION OF PUBLIC TRANSPORT OPTIONS AND CYCLING AND WALKING.

3. THE PREVENTION OF FLOOD RISKS, BY AVOIDING UNNECESSARY BUILDING IN FLOODPLAINS AND EMPLOYING SUSTAINABLE DRAINAGE SYSTEMS, AND ACHIEVING A REDUCTION IN FLOOD RISKS WHERE POSSIBLE.


A REGULATED DEVELOPMENT PROGRAMME TAKING UP, AS FAR AS POSSIBLE, PREVIOUSLY DEVELOPED LAND FIRST IN AN OUTWARD EXPANSION OF THE EXISTING BUILT-UP AREA, AND ENSURING THAT THE PROVISION OF INFRASTRUCTURE AND COMMUNITY FACILITIES KEEP PACE WITH HOUSE-BUILDING.

Land South of the Railway

A9.44 The area designated under Policy U16 surrounding the confluence of the Rivers Nene and Ise should be reserved primarily for informal recreation and the conservation of the riverside areas. Restoration for water based recreation following mineral extraction in part of the area will accord with the Nene Strategy. Proposals will allow for restoration and enhancement of public rights of way comprising a complete Riverside footpath forming part of the major county path the Nene Way. The continued strategy of linked open space throughout the town will enhance its wildlife capacity as a whole and create ‘green’ corridors into the built up areas.

A9.45 This area contains part of a licensed waste management facility which is licensed to take inert waste. Before the license is surrendered environmental monitoring may be necessary. Whilst it is unlikely that the site is producing landfill gas in any quantity sufficient to become hazardous, developers should undertake appropriate investigations and assessments and carry out any mitigation necessary.
POLICY U16

LAND TO THE SOUTH OF THE RAILWAY, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR LEISURE PURPOSES.

DEVELOPMENT ON THIS SITE SHOULD ACCORD WITH ANY PUBLISHED SUPPLEMENTARY GUIDANCE FOR THE AREA AND SEEK TO CONSERVE AND ENHANCE PEDESTRIAN AND CYCLE ACCESS BETWEEN THE URBAN AREA AND THE RIVER VALLEY.

PROPOSALS FOR RECREATIONAL DEVELOPMENT SHOULD AVOID HARM TO NEARBY RESIDENTIAL AND COMMERCIAL INTERESTS.

Land Between Finedon Road and the Railway

A9.46 The area between Finedon Road and the railway forms the core of Wellingborough East. Supplementary Planning Guidance will be prepared by the Borough Council to cover the entire WEAST area which will guide the detailed layout and design of this area, by developing the key principles set out in Policies U14 and U17. In addition to this, further design/development briefs will be prepared by the Council to guide specific areas or uses such as the Local Centre and around the railway station (known as Station Island). These documents will also be adopted as Supplementary Planning Guidance. The public and interested persons will be consulted about these documents and about any major changes that might become necessary as development proceeds. Subsequent applications will be expected to reflect the guidance of the Supplementary Planning Guidance. In addition, in order to ensure that the site is planned comprehensively the developer will be expected to provide a Master Plan for the entire U17 area to accompany the initial planning application. This must be prepared in accordance with the guidance adopted by the Council and should include written and illustrative proposals.

A9.47 Residential proposals should provide for a mix of densities and dwelling types and sizes as referred to in Policy H5, spread throughout the site and providing an overall net minimum density of 35 dwellings per hectare. The highest densities should be located around the railway station area and the local centre where flats, apartments and town houses may be appropriate. The progressive introduction of ancillary facilities made necessary by the housing development will be required in accordance with Policy G25 and part of the housing provision will be affordable housing in accordance with Policy H8. Other types of special needs housing, such as sheltered accommodation, are also likely to be required. Ancillary facilities will include school provision to meet the standards of the Local Education Authority, local shops, as referred to in Policy S7, public open space to meet the standards set out in policy L7, and other community facilities. Most of the community facilities should be located within a local centre which should be an attractive focal point for the development. A high level of design will be required providing attractive civic spaces and public art. Within the centre priority should be given to pedestrian and cycle traffic in a 20 mph zone. Further guidance on the design of residential areas is provided in Policy UH5.

A9.48 Proposals should respect significant natural features of the area and
buildings of important local character. The floodplain of the River Ise will be preserved, providing an informal open park with pedestrian access to both the new development areas and the existing town. It will add considerably to the character of this area and will make an appropriate contribution to meeting local biodiversity targets. The area should link to other areas of open space and landscaping proposed as part of the overall landscaping Master Plan, providing a variety of habitats and recreational opportunities. Significant landscaping will be necessary on the edge of the development and along the ridgeline of Irthingborough Road to ensure that the development sits within the landscape as much as possible. Native species appropriate to the area will be required and, wherever feasible, they should be of local provenance.

A9.49 The employment areas will benefit from the high quality landscaping proposed, and with good access to the strategic transport network should be attractive to knowledge driven companies. This is important in helping Wellingborough’s economy to diversify. Provision should be made for a variety of employment uses, with a mix of building sizes. The Council is committed to ensuring that Wellingborough East evolves as a vibrant mixed use area with small scale businesses, workshops and live-work facilities interspersed with housing and other community facilities. Care will be taken at a detailed level to ensure compatibility between uses. Live-work units are increasingly being sought after and IT improvements are expected to increase this demand. Where areas of predominantly industrial uses benefit from clustering, business parks will be promoted. Further advice on the layout and design of employment areas is provided in Policy UE1.

A9.50 In accordance with the policies of the County Structure Plan and the Local Transport Plan the railway station should be developed as a multi-modal transport interchange. This is fundamental in providing improvements in public transport accessibility for the town as a whole. It will effectively bring the station into a more central location in the town rather than on the periphery as at present. The development brief should allow sufficient space for future expansion needs of the interchange and ensure it becomes a focal point within the development. It will be an appropriate location for a mixture of uses including offices, leisure and residential.

A9.51 New built leisure facilities serving the Borough as a whole and which can not be readily accommodated within the town centre would be appropriately located within this section of Wellingborough East in accordance with Policy L4. This area will be conveniently accessible by non car modes of transport for all residents of the Borough.

A9.52 An area measuring approximately 15 hectares will be reserved for housing to accommodate the discount allowance referred to in paragraph 3.21. In addition, an area measuring approximately 10 hectares will be reserved for employment uses. This land will be required if existing planning consents within the River Nene floodplain (Whitworths) are not implemented. Phasing should ensure that, as far as possible, the development commences closest to the existing town and proceeds outwards in a logical fashion, which is linked to the progressive introduction of community facilities and advanced structure planting and landscaping. This will ensure that greenfield sites remain as long as possible in agricultural use.

A9.53 This area contains two landfill sites at South Hill Farm. These sites were
completed in 1992 and were licensed to take inert waste. It is thought unlikely that they are producing landfill gas in any quantity to become hazardous. Sidegate Lane Landfill site is also close to parts of this site and is still operational. This site has been used to dispose of a full range of waste including domestic and special wastes. It is therefore a possibility that landfill gas could migrate. Appropriate investigation and mitigation measures should be carried out in accordance with current environmental protection legislation.

POLICY U17

LAND BETWEEN FINEDON ROAD AND THE RAILWAY, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR MIXED-USE DEVELOPMENT.

DEVELOPMENT SHOULD BE COMPATIBLE WITH A MASTERPLAN FOR THE WHOLE OF THIS SITE WHICH SHOULD ACCORD WITH ANY PUBLISHED SUPPLEMENTARY PLANNING GUIDANCE FOR THE PLANNING OF THE WIDER AREA, TOGETHER WITH ANY OTHER MORE DETAILED DEVELOPMENT BRIEFS FOR SPECIFIC AREAS OR USES PROMOTED AND APPROVED BY THE BOROUGH COUNCIL WITH PUBLIC CONSULTATION.

PROPOSALS SHOULD INCLUDE THE FOLLOWING KEY ELEMENTS:

1. A LOCAL CENTRE
2. EDUCATIONAL, MEDICAL, SOCIAL AND COMMUNITY FACILITIES
3. A LINEAR PARK IN THE ISE FLOODPLAIN, AND OTHER ANCILLARY OPEN SPACE
4. DEVELOPMENT OF THE AREA OF THE RAILWAY STATION TO FACILITATE EASY ACCESS TO AND TRANSFER BETWEEN FORMS OF PUBLIC TRANSPORT
5. AN EFFICIENT AND SAFE FOOTPATH AND CYCLE NETWORK LINKING THE SITE TO THE TOWN AND THE COUNTRYSIDE
6. OFFICES, BUSINESS AND RESEARCH EMPLOYMENT USES MIXED THROUGHOUT THE DEVELOPMENT OR IN CLUSTERS
7. AN AREA OF APPROXIMATELY 15 HECTARES, TO ACCOMMODATE THE DISCOUNT ALLOWANCE OF THE PLAN, RESERVED FOR POSSIBLE FUTURE HOUSING DEVELOPMENT
8. AN AREA OF APPROXIMATELY 10 HECTARES RESERVED FOR FUTURE EMPLOYMENT DEVELOPMENT TO ACCOMMODATE UNIMPLEMENTED PLANNING CONSENTS

IN GRANTING PERMISSION THE COUNCIL MAY IMPOSE CONDITIONS OR SEEK AGREEMENT TO ENSURE THAT DEVELOPMENT PROCEEDS IN AN ORDERED WAY.
Neilson’s Sidings

A9.54 This area comprises disused railway land, known as Neilson’s Sidings, and adjacent farmland. Neilson’s Sidings could be a valuable asset to the town for rail traffic. An area of 31 hectares is therefore allocated for development which has specialised requirements for rail-based transport. PPG13 advises local authorities to identify and, where appropriate, protect existing and potential sites that could be critical in developing infrastructure for the movement of freight.

A9.55 Part of this site is within the floodplain of the River Ise, therefore flood prevention measures will be critical. Development is only proposed in this location due to the existence of the railway and sidings and the sustainability benefits that utilisation of the railways in preference to road based transport can bring. Building in the floodplain should normally be avoided but re-generation of this site in a way that takes account of the flood risks is regarded as an important planning objective. The threat of flooding should be managed to ensure that the development is and remains safe throughout its lifetime and does not increase flood risk elsewhere.

A9.56 Landscaping around the site as a whole will be important to ensure that development is not unduly obtrusive – views from Finedon will be especially important. One of the access points to the site should be a link to the Finedon Road Industrial Estate and Northen Way as indicated on Fig 9.13 and safeguarded by Policy UT1.

POLICY U18

LAND IS ALLOCATED AT NEILSON’S SIDINGS, AS DEFINED ON THE PROPOSALS MAP, FOR EMPLOYMENT AND DISTRIBUTION USES BASED PRIMARILY ON ACTIVITIES INVOLVING TRANSPORT BY RAIL.

DEVELOPMENT ON THIS LAND SHOULD ACCORD WITH ANY PUBLISHED SUPPLEMENTARY GUIDANCE FOR THE PLANNING OF THE WIDER AREA. PERMISSION WILL NOT BE GRANTED IN THE ABSENCE OF SATISFACTORY HIGHWAY ACCESS AND LINKS TO THE TRUNK ROAD NETWORK.

PROPOSALS FOR THE SITE SHOULD INCORPORATE LANDSCAPING TO SCREEN DEVELOPMENT FROM THE RURAL AREA, AND MEASURES FOR FLOOD PROTECTION AND TO AVOID INCREASING FLOOD RISKS. IN GRANTING PERMISSION THE COUNCIL MAY IMPOSE CONDITIONS OR SEEK AGREEMENTS TO SECURE THE SUBSEQUENT MANAGEMENT OF ANY APPROVED FLOOD MITIGATION SCHEME.

Land North of Finedon Road

A9.57 An area measuring approximately 10 hectares, is allocated for general employment uses adjacent to the allocation known as Neilson’s Sidings, referred to in Policy U18. Its development in association with Neilson’s Sidings would be preferred. An acceptable scheme for the development of this site prior to the development of the adjacent site would however be acceptable, provided that it
conforms to the Master Plan required under Policy U14 and does not prejudice the development of the adjoining land.

A9.58 There is a recognised shortage of dedicated lorry parking facilities within the industrial areas of Wellingborough. It is therefore considered that adequate provision should be made in this part of Wellingborough East for facilities of this nature.

A9.59 Development in this location should be contained by the natural landform and has good highway access via Finedon Road. Appropriate landscaping to ensure that views from Finedon are not unduly affected will be especially important.

A9.60 Sidegate Lane Landfill site is close to this site and is still operational. This site has been used to dispose of a full range of waste including domestic and special wastes. It is therefore a possibility that landfill gas could migrate from the landfill site into the strata below this area. Developers should carry out appropriate investigation and assessment and undertake any mitigation necessary.

POLICY U19

LAND TO THE NORTH OF FINEDON ROAD, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR EMPLOYMENT USES.

DEVELOPMENT SHOULD ACCORD WITH ANY PUBLISHED SUPPLEMENTARY GUIDANCE FOR THE PLANNING OF THE WIDER AREA. PROPOSALS FOR THE SITE SHOULD INCORPORATE:

1. LANDSCAPING TO SCREEN THE DEVELOPMENT FROM THE RURAL AREA; AND

2. PROVISION FOR DEDICATED LORRY PARKING FACILITIES.

Land East of Eastfield Road

A9.61 The Land East of Eastfield Road is characterised by a mixture of uses, vacant and obsolescent property and environmental and traffic problems. It is proposed that this site be progressively redeveloped to provide for an improved environment and additional housing. The site is predominantly brownfield and close to existing facilities which could be accessed by all modes of transport. As a brownfield site it is likely to be contaminated and a remediation strategy will be required. There are also known to be problems of land instability in the area and the site is in multiple ownership.

A9.62 The site is on the edge of the existing built up area of the town and is seen as an opportunity to ensure that Wellingborough East is fully integrated with the town. This site could be a gateway to the eastern expansion. The Master Plan required in Policy U14 is likely to be significant in addressing transportation issues for the site. Finedon Road and Mill Road are likely to be used as access
points for Wellingborough East. The Master Plan should also address the mix of uses that would be appropriate on this site and in particular the amount of housing from the total provision for Wellingborough East which should be developed here.

A9.63 The Development Brief, required by Policy U20, should ensure that at least 2.5 hectares of the allotments are retained, together with the woodland and lake area identified as a Site of Nature Conservation Value under Policy G18. Landscaping, in accordance with Policy G22, is likely to be especially important in integrating various land uses in a mixed use scheme. The housing should be developed at a minimum net density of 35 dwellings per hectare and contributions towards facilities made necessary by the development will be sought in accordance with Policy G25. In view of the site’s proximity to the Finedon Road Industrial Estate and the Railway Station a footpath and cycle route should be provided as shown on the cycle route Master plan on Figure 7.1. A noise assessment will be necessary due to the presence of the railway.

POLICY U20

LAND TO THE EAST OF EASTFIELD ROAD, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED FOR MIXED DEVELOPMENT PURPOSES BASED PRIMARILY ON HOUSING AND RETAINED EMPLOYMENT USES.

DEVELOPMENT SHOULD ACCORD WITH ANY PUBLISHED SUPPLEMENTARY GUIDANCE FOR THE PLANNING OF THE WIDER AREA, INFORMED BY A DEVELOPMENT BRIEF PROMOTED AND APPROVED BY THE COUNCIL WITH PUBLIC CONSULTATION

PROPOSALS FOR THE SITE SHOULD INCLUDE THE RETENTION OF AT LEAST 2.5 HECTARES OF ALLOTMENT LAND, THE CONSERVATION OF THE EXISTING LAKE AND WOODLAND AS PUBLICLY ACCESSIBLE OPEN SPACE, AND FOOTPATH AND CYCLE LINKS BETWEEN FINEDON ROAD AND MILL ROAD. ANY CHANGES OF USE OF EXISTING EMPLOYMENT USES WILL BE EXPECTED TO BE FOR HOUSING PURPOSES.