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1. Introduction

1.1 The Site Specific Proposals DPD

1.1.1 The Site Specific Proposals Development Plan Document, referred to hereafter as ‘the Plan’, will set out the policies and proposals that relate to particular sites and areas within the Borough for the period from 2001 to 2021. It will include allocations for housing, employment and other land uses as well as policies to assist in the determination of planning applications. It will contribute towards the vision and objectives for accommodating growth in the area and meeting local needs and aspirations set out in the North Northamptonshire Core Spatial Strategy (CSS).1

1.1.2 The Plan relates to the whole of the Borough, with the exception of Wellingborough town centre for which a separate document called the Town Centre Area Action Plan has been adopted.

The Local Development Framework

1.1.3 The Planning and Compulsory Purchase Act 2004 introduced radical changes to preparing Development Plans which is resulting in the gradual replacement of The Borough of Wellingborough Local Plan with a portfolio of different planning documents known collectively as the Local Development Framework (LDF). The documents that will comprise the LDF are shown below in Figure 1.1. The key planning policy documents are the North Northamptonshire Core Spatial Strategy, the Wellingborough Town Centre Area Action Plan, and the Plan.

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1 The adopted CSS is available at [http://www.nnjpu.org.uk](http://www.nnjpu.org.uk)
Process and Timetable

1.1.4 The process for preparing plans is set out by the Government. The main stages and timetable leading towards adoption of the Plan are shown in the table below. We are currently at the second main stage, which is known as the ‘preferred options’. Whilst this stage is no longer a formal requirement, it is considered important to consult further before the Plan is prepared. Building upon responses received at the earlier ‘issues and options’ stage, together with further evidence that has been gathered since that time, the preferred options document identifies the Council’s preferred approach to issues together with alternative options that have been considered and the reasons for identifying the preferred option. Comments received during the consultation period will be taken into account before the Plan is prepared for further consultation and submission to the Secretary of State for scrutiny by an independent inspector.

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Event Description</th>
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<tr>
<td>February - March 2006</td>
<td>Consultation on Issues and Options</td>
</tr>
<tr>
<td>March - April 2010</td>
<td>Consultation on Preferred Options</td>
</tr>
<tr>
<td>July - August 2010</td>
<td>Consultation on Proposed Submission Plan</td>
</tr>
<tr>
<td>November 2010</td>
<td>Submission of the Plan to the Secretary of State</td>
</tr>
<tr>
<td>January 2011</td>
<td>Pre-hearing meeting</td>
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</table>
Introduction

Table 1.1 Timetable

<table>
<thead>
<tr>
<th>Month</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2011</td>
<td>Examination Hearing</td>
</tr>
<tr>
<td>October 2011</td>
<td>The Plan is adopted</td>
</tr>
</tbody>
</table>

1.2 The Planning Context

1.2.1 The Plan can not be prepared in isolation but must reflect existing policy frameworks at national, regional and a more local level. The key component that underpins policy at all levels is the concept of sustainable development. The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. The Government's five guiding principles of sustainable development, set out in ‘Securing the Future – delivering the UK sustainable development strategy,’(2) are:

- **Living within Environmental Limits** – respecting the limits of the planet’s environment, resources and biodiversity – to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;
- **Ensuring a Strong, Healthy and Just Society** – meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;
- **Achieving a Sustainable Economy** – building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised;
- **Promoting Good Governance** – actively promoting effective, participative systems of governance in all levels of society – engaging people’s creativity, energy, and diversity; and
- **Using Sound Science Responsibly** – ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

1.2.2 The Government’s short definition of sustainable communities is that they are ‘places where people want to live and work, now and in the future’. Key points for measuring this are that such communities should be ‘active, inclusive and safe, well run, environmentally sensitive, well designed and built, well connected, thriving, well served and fair for everyone’.

What has already been decided?

1.2.3 The Government’s national policy and the Regional Spatial Strategy for the East Midlands (RSS) already set the scene for this part of the Country. The amount of development that will take place has been agreed in the RSS and is therefore not open for debate. This requires 66,075 new homes to be provided in North Northamptonshire between 2001 and 2026 with 34,100 of these to be built in the towns of Kettering, Corby and Wellingborough by 2021. A total

---

of 12,800 of the new homes should be located within the Borough of Wellingborough by 2021. The RSS also indicates that the area should take account of the prospect of a further 28,000 additional dwellings needing to be provided between 2021 and 2031. The level of development will be monitored against a planned net increase of 43,800 jobs across North Northamptonshire.

1.2.4 The Regional Spatial Strategy has been developed further by the North Northamptonshire Core Spatial Strategy. The strategy for North Northamptonshire is one that focuses development on the growth towns of Corby, Kettering and Wellingborough to benefit the area as a whole and that assists regeneration of these towns and the smaller towns. Rural needs will be met by focusing growth and infrastructure provision on key service centres. A comprehensive transport network that enhances North Northamptonshire’s sub-regional role and links the growth towns, smaller towns, service centres and villages together will support the development strategy. The objective is to move towards greater self containment for the towns, whilst the rural areas meet locally identified needs. Specific key requirements set for Wellingborough to be addressed in the Plan include the provision of:

- 1,590 dwellings within Wellingborough town between 2001 and 2021;
- 1,210 dwellings within the rural area between 2001 and 2021;
- A net increase of 12,400 jobs in the Borough;
- Sustainable Urban Extensões to the east and north west of Wellingborough; and
- High quality development and the protection and enhancement of valuable built and natural resources to benefit existing and new communities.

Other Plans and Strategies

1.2.5 The Plan also has to have regard to other relevant plans and strategies such as those relating to education, housing, transport, health, social inclusion, waste, biodiversity, recycling and environmental protection.

1.2.6 The Plan will also be a key component in the delivery of the Sustainable Community Strategy, setting out its spatial aspects. The Strategy for Wellingborough aims to improve the social economic and environmental conditions in the Borough, bringing together the needs, interests and aspirations of local people. It requires local councils and other public service providers like the police, health organisations, schools and colleges, to work together with local businesses and the voluntary and community sectors. This is delivered through the local strategic partnership, known as the Wellingborough Partnership. The vision set within the Sustainable Community Strategy is highlighted below:
The Vision for Wellingborough

The place to be. At the heart of Northamptonshire where we are proud to be. The place where all have high aspirations, all are encouraged to achieve them and the potential is realised for the whole community. The place where we lead in quality businesses and the environment. The place where communities are sustainable, healthy, safe and prosperous.

Wellingborough - an excellent place where:

- Everyone respects each other, their moral and ethical values, and all are equal in an active, culturally diverse and cohesive community;
- Businesses prosper and wealth is generated;
- Learning and job opportunities meet the needs of all;
- The environment, both natural and built, is continually enhanced;
- There are open spaces and leisure facilities for all;
- Good transport links exist throughout the area;
- All services are accessible;
- The prime location is used to advantage;
- Life expectancy is high;
- Local health services serve individual needs;
- Everyone feels safe; and
- Good quality and affordable housing is available for all.

Sustainability Appraisal

1.2.7 In order to promote better integration of sustainability considerations into the preparation and adoption of the Plan, the Borough Council is required to undertake a ‘Sustainability Appraisal’ (SA). This is an iterative process that identifies and reports on the likely significant effects of the Plan and the extent to which its implementation will achieve the social, environmental and economic objectives by which sustainable development can be defined. Findings of the Sustainability Appraisal are referred to throughout this document where relevant. The Borough Council must also conduct a ‘Strategic Environmental Assessment’ (SEA), which is a specific assessment of the effects of the Plan on the environment.

1.2.8 Whilst the requirement to carry out a Sustainability Appraisal and a Strategic Environmental Assessment are distinct, Government guidance suggests that it is possible to satisfy both through a single appraisal process. Reference to Sustainability Appraisal within this document should therefore be taken to include the requirements of the Strategic Environmental Assessment.

1.2.9 Many of the gravel pits in the Nene Valley are identified as a Site of Special Scientific Interest (SSSI) and are proposed as a Special Protection Area (SPA) and a Ramsar Site owing to their international importance as a wetland, particularly as a winter habitat for wildfowl and
wading birds. It is therefore essential to undertake an ‘Appropriate Assessment’ in order to consider the potential effects of the Plan on the conservation objectives of the Special Protection Area.

1.2.10 A Sustainability Appraisal report incorporating a Strategic Environmental Assessment and Appropriate Assessment accompanies this preferred options report and is available at the Council offices or from [www.wellingborough.gov.uk](http://www.wellingborough.gov.uk)

**Climate Change**

1.2.11 Tackling climate change is a key Government priority for the planning system. The Planning Act 2008 places a new duty on local planning authorities to include policies on climate change in their development plan documents. These policies must be designed to ensure that the development and use of land contributes to the mitigation of, and adaptation to, climate change.

1.2.12 Further Government advice is currently contained in a supplement to Planning Policy Statement 1 (4). This guidance requires the Borough Council to prepare and manage the delivery of a spatial strategy that:

- Makes a full contribution to delivering the Government's Climate Change Programme (5) and energy policies and, in doing so, contributes to global sustainability;
- Provides for the homes, jobs, services and infrastructure needed by communities and, in renewing and shaping the places where they live and work, secures the highest viable resource and energy efficiency and reduction in emissions;
- Delivers patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and which, overall, reduces the need to travel, especially by car;
- Secures new development and shapes places that minimise vulnerability and provide resilience to climate change in ways that are consistent with social cohesion and inclusion;
- Conserves and enhances biodiversity, recognising that the distribution of habitats and species will be affected by climate change;
- Reflects the development needs and interests of communities and enables them to contribute effectively to tackling climate change; and
- Responds to the concerns of business and encourages competitiveness and technological innovation in mitigating and adapting to climate change.

1.2.13 Given that climate change should be a key and integrating theme throughout the Local Development Framework, mitigation of, and adaptation to, climate change is not dealt with in a single section or policy within this plan. Regard has been had to this issue throughout all sections. In particular, it has been a fundamental determinant in choosing the sites for development and is important in the proposed approach to flood prevention and the Green 4 Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1, December 2007, Available online at www.communities.gov.uk.
5 Climate Change the UK Programme' 2006 Cm6764
Framework. Policies relating to renewable and low carbon energy generation and local requirements for sustainable buildings are dealt with in the Core Spatial Strategy and therefore do not need to be repeated in this document.

1.2.14 The impact of the proposals in the Plan on climate change forms an integral part of the Sustainability Appraisal.

1.3 The Plan Area

1.3.1 The Borough of Wellingborough is shown in Figure 1.2 'The Borough of Wellingborough'. It covers an area of 163 sq km, situated in the eastern half of Northamptonshire, and lies about 65 miles from both London and Birmingham. It is located at the most southern tip of the East Midlands Region and, together with Kettering, Corby and East Northamtonshire, it forms part of the area known as North Northamptonshire. It also has close links with Northampton, Milton Keynes and Bedford. The plan in Figure 1.3 'Location of Wellingborough' indicates the location of the Borough in relation to other towns in the wider area including Northampton and the neighbouring growth towns of Kettering and Corby.
Introduction

Figure 1.2 The Borough of Wellingborough
1.3.2 The population of the Borough is 76,400\(^{(6)}\) of whom approximately two thirds live within the town of Wellingborough. The urban area is surrounded by 19 villages which range in size from Earls Barton (population 5,353) and Irchester (population 4,807) to Hardwick (population 70) and Strixton (population 32). Much of the Borough remains essentially rural and is primarily comprised of gently undulating farmland.

1.3.3 Wellingborough benefits from good road connections. The A45 provides an east-west route to the M1 at Northampton and the A14 to the east. The A509 provides a north-south route, which links via the A14 to the M1 and M6 as well as the East Coast Ports. Wellingborough is on the Midland Mainline which provides a regular service to London and several other cities such as Nottingham, Leicester, Derby and Sheffield. The average journey time to London (St Pancras) is 60 minutes. The Eurostar now operates from St Pancras to Europe and journey times to Paris from Wellingborough are approximately 4 hours.


Figure 1.3 Location of Wellingborough
Population

1.3.4 Between 1991 and 2001 the population of the Borough increased by 13% to 72,700 compared to an increase of 4% for the East Midlands region as a whole. Subnational Population Projections (SNPP) for England (June 2008) forecast a 21.7% increase in the population of the Borough between 2001 and 2021, as indicated by the table below.

<table>
<thead>
<tr>
<th>Date</th>
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<tbody>
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<td>2001</td>
<td>72,700</td>
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<tr>
<td>2006</td>
<td>75,500</td>
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<tr>
<td>2011</td>
<td>79,500</td>
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<tr>
<td>2016</td>
<td>83,900</td>
</tr>
<tr>
<td>2021</td>
<td>88,500</td>
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Table 1.2 Source: Sub-National Population Projections (2008)

1.3.5 The projections further illustrate how the age structure of the population of the Borough is predicted to change. It is anticipated that there will be an increase in the percentage of people aged 65+ from 14.8% of the total population in 2001 to 19.2% by 2021. The proportion of the population aged 50 to 64 is also forecast to grow whilst the percentage of young people below the age of 19 is expected to decrease.

1.3.6 Wellingborough has a diverse ethnic population of which 89% is White, 2% Mixed, 5% Asian or Asian British, 3% Black or Black British, and 1% Chinese or other ethnic group. The majority of the religious population is Christian (68.2%) whilst 3.4% is Hindu and 0.9% is Muslim.

Economy

1.3.7 The town of Wellingborough forms the focal point of the economy of the Borough. Industrial and commercial development is primarily located on several estates at Park Farm, Denington Road, Finedon Rd, Ise Valley, Irthlingborough Rd and Victoria Business Park. The stock of office space is limited, accounting for about 7% of all employment floorspace, and is located mainly in the town centre. Within the rural area, residents generally travel to the neighbouring towns to work. There are some, though limited, opportunities in the villages, including employment on industrial estates at Earls Barton, Irchester and Wollaston, and on long established employment sites in the countryside at Finedon Sidings and Sywell Aerodrome.

1.3.8 Approximately 63% of residents of the Borough live and work within the area. There are, however, strong employment links with Northampton, with over 12% of residents working there, whilst approximately 12% of working residents of East Northamptonshire are employed in Wellingborough. The local unemployment rate is currently 7.1%, which is above the regional
and the national average of 6.4% and 6.2% respectively. In 2008 average weekly earnings stood at a gross figure of £401, which falls short of the national average by £78 and is £42 less than the East Midlands average.\(^8\)

1.3.9 Manufacturing, whilst in decline, continues to perform an important role in the local economy, accounting for approximately 18% of the 32,300 jobs in Wellingborough. In contrast, about 10.6% of employment in Great Britain is in manufacturing. Wellingborough has strong transport links with over 75% of the country’s population located within about two hours drive time. One consequence of this accessibility is that the logistics sector has developed into a major part of the local economy. The main source of growth in recent years, however, has taken place in public and local services provision. The knowledge-based sector of the local economy now accounts for nearly 11% of total employment. Whilst this figure grew by over 23% between 1998 and 2003 the percentage of the workforce employed in this sector remains below the national average\(^9\).

Environment

1.3.10 Much of the Borough remains essentially rural and is comprised of gently undulating farmland - a significant proportion of which is of good agricultural quality. The most significant landscape and biodiversity features are the rivers. The River Nene bisects the Borough from west to east with the River Ise running north to south and flowing into the Nene to the south-east of Wellingborough. Sand and gravel extraction along the Nene Valley has created many large, water-filled gravel pits at the expense of the wet meadows which once flanked the river. In biodiversity terms this has enabled species to colonise these pits to such an extent that some are now of national importance and have, therefore, been designated as Sites of Special Scientific Interest (SSSI). In 2006, part of the Nene Valley was recognised as being of international importance when it was designated as a proposed Special Protection Area and Ramsar Site for birds under the Habitats Directive. Notwithstanding this, however, SSSI cover only 3.45% of the Borough, compared to about 7% of the Country as a whole.

1.3.11 The Borough has a rich built heritage and evidence of settlements stretching back 2,000 years. Around 700 buildings are listed as of special architectural or historic interest and there are eleven Scheduled Ancient Monuments. Much of the historic built environment is of high quality, adding significantly to the character and identity of the area.

Social Characteristics

1.3.12 The Indices of Deprivation, produced in order to compare different measures of deprivation such as income levels, unemployment and poor education attainment, ranked Wellingborough as the 168th most deprived local authority out of 354 in England in 2007.\(^{10}\)

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The Borough has 5 of the 44 most deprived wards in Northamptonshire. These wards are within the urban area, although smaller pockets of deprivation do exist in the rural area where communities encounter difficulties fully participating in the labour market.

1.3.13 Skill levels and average earnings are both below the regional and national average.

Patterns of Movement

1.3.14 As referred to above, 63% of residents work in the Borough and there are strong employment links with neighbouring districts; journey to work distances are therefore relatively low. The majority of people (53.3%) travel less than 5km to work, which is slightly less than across the East Midlands as a whole.

1.3.15 Over 70% of people travel to work in Wellingborough by car whilst a further 10% walk to work. Few people, however, currently use public transport.

1.3.16 The town is relatively well served by public transport services and most residential areas have an hourly or better service to the town centre. The employment areas, however, only have limited services. Despite recent investment in cycle routes, only 2% of people cycle to work.

Housing

1.3.17 There are approximately 32,412 dwellings within the Borough (11) of which the majority are privately owned (82.4%). In 2005, 1.2% of the housing stock was vacant - significantly below the national rate of 3.1%. House prices in the Borough have been consistently lower than national averages. The Council transferred it’s housing stock in 2007 to a new housing association known as Wellingborough Homes.

Retail

1.3.18 Wellingborough Town Centre is the focus for shopping and cultural facilities in the Borough. It is vulnerable to competing centres including Kettering, Northampton, Milton Keynes and Leicester. Other retail uses (such as DIY stores) can be found on The Victoria Park and Castle Fields out of centre sites. Local shopping facilities are provided in local neighbourhood centres across the town and in many of the village centres.
2. Vision and Objectives

North Northamptonshire Vision and Objectives

2.0.1 The Core Spatial Strategy sets the framework for site specific proposals in the Plan and includes vision and objectives together with policies designed to help deliver these outcomes. A key component that has guided the preparation of the vision and objectives is the requirement to apply a spatial planning dimension to the Community Plans for the local authority areas across North Northamptonshire, including that prepared by the Wellingborough Partnership. The vision for North Northamptonshire contained in the Core Spatial Strategy is as follows:

Core Spatial Strategy Vision

‘North Northamptonshire in 2021 will be a better place: a showpiece for modern green living within a high quality environment and a prosperous economy. A step change of growth in homes and jobs will have been matched by investment in infrastructure, services and facilities, creating a more self sufficient area, better able to meet the needs of local people and to play an enhanced role in the UK. A strong network of vibrant settlements with excellent transport connections will have developed through growing and regenerating the towns of its urban core and strengthening the centres that serve the rural east. These settlements, set within an enhanced green framework of living, working countryside will work together to provide accessible jobs, services, and facilities to meet the needs of the growing population. The delivery of high quality development and the protection and enhancement of valuable built and natural resources will ensure that growth has brought opportunities and benefits to existing communities and provided a safe, healthy and attractive area for new residents, visitors and businesses to invest in’.

2.0.2 The Core Spatial Strategy includes ten objectives for realising the vision. These objectives, and the role that the Plan will play in contributing towards their delivery, are set out below:

Objective One – Green living

Ensure that development in North Northamptonshire becomes a benchmark for ‘green living’ and makes it easy for people to live in an environmentally friendly way through using the highest standards of design (including energy efficiency/renewable energy, sustainable construction methods and green technologies), promoting green industries and ensuring sustainable transport choice. This will maximise environmental performance and community safety and encourage healthy lifestyles.
2.0.3 Sufficient policies to address this objective are included in the Core Spatial Strategy, national Planning Policy Statements/Guidance and the Regional Spatial Strategy. Further guidance linked to the Core Spatial Strategy is also set out in a North Northamptonshire Supplementary Planning Document on Sustainable Design.

Objective Two – Environment

Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth and the challenges of climate change. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape and townscape character and distinctiveness, through the opportunities afforded by development and investment.

2.0.4 The Plan will contribute towards this objective by identifying:

- Areas of open space to be retained for their sport or recreational value;
- Local standards for the quantity, quality and accessibility of different types of open space;
- Land which should be protected and enhanced for its international, national or county wildlife importance;
- Green infrastructure corridors that will be safeguarded, enhanced and extended to link into the sub-regional and local corridors shown in Figure 10 of the Core Spatial Strategy;
- Land vulnerable to flooding from a nearby water course as shown on the Environment Agency Flood Map; and
- Key historic and cultural heritage assets.

Objective Three – Network of settlements

Create a sustainable urban-focused development framework based on maintaining distinctive and separate settlements and on optimising the use of the existing structure of a north-south urban core with a spine of rural service centres in the east. Ensure the scale and location of growth is shaped by the role and character of settlements in this network, supporting greater self-sufficiency for the area as a whole.

2.0.5 The Plan will contribute towards this objective by:

- Protecting the separate identity and amenity of neighbouring settlements;
- Focusing development on the town of Wellingborough and operating a policy of considerable restraint on development in the rural area;
- Focusing development within the rural area on villages performing a limited service centre role; and
- Designating ‘Restrainment Villages’ where conservation is the key priority due to the particular scale, form and character of the settlement.
Objective Four – Town centre focus

Ensure that services and facilities, including cultural provision are located in town centres and other areas of focus in North Northamptonshire, and that opportunities to maximise and enhance the provision of leisure, retail and cultural facilities are taken, making these places more self-sufficient and real hearts for their communities.

2.0.6 The Town Centre Area Action Plan provides the framework to deliver this objective. To complement this, however, the Plan will:

- Support the retention and provision of local shopping and other facilities serving a small catchment area; and
- Provide for other leisure, retail and cultural development outside the town centre where this can be justified.

Objective Five – Connectivity and modal shift

Increase transport choice to enable modal shift and enhance North Northamptonshire’s national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them, and support the development of a strong network of settlements.

2.0.7 The Plan will contribute towards this objective through the:

- Facilitation of transport infrastructure priorities, including the safeguarding of land for improvements;
- Identification of measures to increase bus patronage;
- Development of a walking and cycling master plan; and
- Inclusion of proposals for a multi-modal interchange at the railway station.

Objective Six – Infrastructure and services

Secure provision of the infrastructure, services and facilities needed to sustain and enhance existing communities and support the development of North Northamptonshire, including establishing the priorities for future public and private investment and collaboration, to build confidence in North Northamptonshire for investors and others.

2.0.8 The Plan will contribute towards this objective by:

- Planning for the logical extent of the Sustainable Urban Extensions identified in the Core Spatial Strategy to the East and North West of the town of Wellingborough;
Vision and Objectives

- Making provision for major infrastructure to meet the needs of the existing and new population; and
- Identifying mechanisms, including phasing, for delivering the required infrastructure.

Objective Seven – Economy

Build a more diverse, dynamic and self-reliant economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplaces, jobs, skills and sites to bring this about.

2.0.9 The Plan will contribute towards this objective by:

- Providing for the scale of employment development identified in the Core Spatial Strategy through the allocation of a variety of commercially attractive employment sites, including the requirements of the Technology Realm initiative, in order to attract high quality investment; achieve balanced economic growth; support an increased diversity of skilled job opportunities; and reduce the need to travel; and
- Safeguarding allocations for specific employment use classes in order to ensure the delivery of balanced economic growth.

Objective Eight – Quality of life

Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe, healthy and strong communities; respecting cultural diversity and distinctiveness; planning new development to help reduce crime, anti-social behaviour and the fear of crime; promoting well-being and health; ensuring that development is of local character; and supporting area based renewal.

2.0.10 The Plan will contribute towards this objective by:

- Providing for the housing needs of the borough;
- Providing for new community facilities to support communities;
- Safeguarding existing sport and recreation facilities and providing for new ones to enable the adoption of healthy lifestyles;
- Protecting and enhancing the environment of the borough; and
- Supporting Parish Plans.
Objective Nine – Regeneration

Ensure the regeneration of Corby and the other areas of North Northamptonshire that need it, through maximising the use of brownfield land for new development, providing the necessary supporting infrastructure and inspiring community confidence in the need for positive change. To build on the distinctive features and assets of each settlement to support and facilitate this, including the promotion of art in the public realm.

2.0.11 The Plan will contribute towards this objective by:

- maximising the use of brownfield land and making provision for infrastructure (as referred to under objective ten and objective six); and
- Establishing a settlement hierarchy that respects the distinctive features and assets of each settlement

Objective Ten - Housing needs

Deliver the quantity and mix of housing to meet identified needs in North Northamptonshire, ensuring that a sufficient proportion is affordable and accessible to all. Maximise the use and regeneration of brownfield land in meeting these targets, and through using high quality design that makes best use of land without compromising the quality of the local environment

2.0.12 The Plan will contribute towards this objective by:

- Making provision for the scale and location of housing development identified in the Core Spatial Strategy;
- Indicating the mix of types and tenures of housing required to meet local needs and the site threshold above which affordable housing should be provided;
- Establishing the criteria to be used for assessing local connections for affordable housing in the rural area;
- Giving priority to the reuse of suitable previously developed land and buildings (‘brownfield’ sites) within the urban areas of the town and villages, followed by other suitable land in these urban areas and finally suitable sites adjoining urban areas;
- The inclusion of a strategy to secure the development of brownfield sites; and
- Identifying land to meet the needs of gypsies, travellers and travelling show people.
3. The Settlement Hierarchy

Background

3.0.1 Policy 1 of the Core Spatial Strategy identifies a strategic settlement hierarchy of 'Growth Towns', which provide the focus for growth and regeneration; 'Smaller Towns', which complement growth towns and provide a secondary focus for growth and regeneration; 'Rural Service Centres', which provide main focal points for the infrastructure and development in the rural north east; and 'Rural Areas', which comprise of all other settlements.

3.0.2 Wellingborough town is identified as a 'Growth Town' under the Core Spatial Strategy and acts as the primary focus for development within the Borough. The remaining 19 rural villages within the Borough are all grouped under 'Rural Areas', where the scale of development will be led by locally identified employment and housing needs and will support existing services. As the villages of the Borough are quite different in size, built form, function, infrastructure and service provision; allowing each village to perform a similar role for development and infrastructure provision could lead to detrimental effects, for example, increased pressure for development in villages with high conservation value; reliance on car based journeys in villages with minimal public transport provision; and an increased reliance on existing infrastructure which may not be able to cope with increased demand.

3.0.3 To overcome this, the Core Spatial Strategy gives the option to further classify villages at a local level. For Wellingborough, the following three categories have been devised:-

- **Limited Service Role Villages**: which have been judged to be the most sustainable for the bulk of additional development;
- **Network Villages**: which have been judged to be not as sustainable as a Limited Service Role village but, nevertheless, are able to accommodate minor infill and windfall development; and
- **Restraint Villages**: where development will be restricted on the basis of conservation priorities.

3.0.4 In order to categorise the villages, an analysis of key services and facilities within each settlement was undertaken (1). The first part of the analysis focused on services such as education, health, the frequency of public transport, recreational facilities, banks, retail facilities and access to key employment centres. The second part analysed functional data that describes how people use the villages. Such considerations were, in turn, set against constraints, such as where the needs of conservation are paramount or where capacity is being reached in existing facilities. This was then matched against an assessment of specific needs within individual villages (such as a lack of affordable housing or a particular community facility) towards which additional development may contribute. The results were then included in a matrix in order to rank settlements and establish a settlement hierarchy.

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1 Borough Council of Wellingborough, (2009) *Rural Settlement Hierarchy - Background Paper*
3.0.5 The relative weight to be attached to each factor is a matter of judgement and it is not intended to imply that the rankings can be other than a broad indication. They are, however, used principally to distinguish between those villages with a limited service role, and where additional housing allocations might be most sustainable; those villages where development should be limited to minor infilling; and those settlements where conservation is of the utmost priority due to the particular scale, form and character of the village.

3.0.6 In the adopted Borough of Wellingborough Local Plan, the villages of Strixton, Easton Maudit and Sywell Old Village are categorised as Restraint Villages, enabling them to maintain their strong sense of identity, character and form. The continued designation of these villages as Restraint Villages, together with the addition of Hardwick within this category, is considered to be appropriate, as follows:-

- **Easton Maudit**: A conservation area covers the majority of the village and the scale, form and character of Easton Maudit is such that further development would be inappropriate. As a result, the conservation of the village remains the primary consideration;
- **Sywell Old Village**: A conservation area covers the whole of the old village, which is a distinct and separate entity from the rest of Sywell. The form and character of the old village is such that further development would be inappropriate;
- **Strixton**: The small hamlet (population 24) is inappropriate for development due to its size, lack of facilities and its particular character, with most dwellings being listed.
- **Hardwick**: In 2009 the entire village was designated as a conservation area. Due to its scale, form and character, the conservation of the village should be the primary consideration and designation as a Restraint Village is therefore appropriate.

3.0.7 The following table summarises the results of the analysis set out in the Rural Settlement Hierarchy background paper:

<table>
<thead>
<tr>
<th>Village Classification</th>
<th>Earls Barton; Finedon; Irchester; Wollaston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited Service Role Villages</td>
<td>Bozeat; Great Doddington; Great Harrowden, Grendon; Ecton; Isham; Little Harrowden; Little Irchester; Mears Ashby; Orlingbury; Sywell (excluding the old village); Wilby.</td>
</tr>
<tr>
<td>Network Villages</td>
<td>Easton Maudit; Hardwick; Strixton; Sywell (old village)</td>
</tr>
</tbody>
</table>

**Preferred Option 1**

**Settlement Hierarchy**

The Plan will designate each village into one of three categories as set out in the above table. Development will be limited to an appropriate scale and form as follows:-
Other Options Considered

3.0.8 Whilst the Plan could allow the Core Spatial Strategy to guide development within villages, this would not provide sufficient clarity regarding the roles of individual settlements. As indicated in the Sustainability Appraisal, such an option would be likely to result in development being more widespread with more negative impacts than the preferred option in terms of sustainability and conservation.
4. The Town Boundary

Background

4.0.1 The Plan area can be broadly divided into the town and the rural area. The rural area comprises the villages and open countryside.

4.0.2 The town is defined to include the existing built up area of Wellingborough and the open spaces associated with it. It also includes the sites allocated to provide for the expansion of the town.

Preferred Option 2

Town Boundary

The preferred Town Boundary is identified on the Town Inset to the Proposals Map in Appendix E. The boundary includes the built up area of Wellingborough, and the open spaces associated with it, together with the sites allocated to provide for the expansion of the town.

Other Options Considered

4.0.3 Other sites put forward for peripheral development at the Issues and Options stage of the Plan, or in response to consultation on the Core Spatial Strategy, have been assessed and judged to be less sustainable locations for housing and employment growth during the Plan period.
5. Rural Settlement Boundaries

Background

5.0.1 The Core Spatial Strategy requires the identification of ‘Village Boundaries’ in order to distinguish where open countryside and settlement policies apply and to ensure an appropriate level of rural restraint. These Village Boundaries will update and replace existing ‘Village Policy Lines’ in the Borough of Wellingborough Local Plan. Whilst development outside Village Boundaries will not normally be permitted unless there is a particular local need, the policy of restraint outside Village Boundaries should not be taken to imply that all development within villages will be appropriate.

5.0.2 Village Boundaries relate closely to the main built up areas. They also take account of the character and form of the village and, wherever possible, are drawn to maintain a sense of countryside through either the protection of important views out into the countryside or the penetration of open land into the village. Normally Village Boundaries follow existing boundaries on the ground (such as hedgerows, fences or roads). However, where the curtilage of a property is extensive, the Village Boundary is drawn close to the built development to prevent extensions to the built form of the settlement. Peripheral playing fields and other forms of open space have also been excluded along with free standing, individual or groups of dwellings, nearby farm buildings or other structures which are obviously detached from, or peripheral to, the main built up areas or are significantly more rural in character. Caravan parks and Rural Exception Sites (see 11.3 ‘Sustainable Housing Provision’) have also been excluded from the Village Boundaries. These sites provide a cheaper form of housing which could potentially be at risk of being replaced with market housing if included within the Village Boundaries. Land with extant planning permission as at April 2009 has been included, as have sites allocated for development in order to allow for the scale of rural growth in the Core Spatial Strategy. Village Boundaries need not be contiguous as it may be appropriate, given the form and nature of a particular settlement, to define two or more separate elements.

5.0.3 Requests from land owners to amend the Village Policy Lines in the adopted Borough of Wellingborough Local Plan have been considered in the context of the above definition.

5.0.4 The Restraint Villages of Easton Maudit, Strixton, Sywell Old Village and Hardwick are small settlements of considerable conservation value and very few services. Most development will, therefore, not normally be acceptable (as detailed in Preferred Option 1 ‘Settlement Hierarchy’). Having regard to the close visual relationship of these villages to the surrounding countryside; the findings of the Sustainability Appraisal, which compared the reasonable options; and to the level of restraint to be applied, the identification of Village Boundaries around Restraint Villages is considered inappropriate.

5.0.5 There was a mixed, although very limited, response at the Issues and Options stage towards the possible inclusion of Village Boundaries for Restraint Villages. Easton Maudit Parish Meeting did not wish to see boundaries introduced, whereas Hardwick Parish meeting considered the adopted Village Policy Lines to be still appropriate.
Preferred Option 3

Village Boundaries

The Plan will identify Village Boundaries which relate closely to the main built up areas based on the following criteria:

A. Existing employment uses or leisure uses on the edge of villages which are obviously detached from, or peripheral to, the main built up area will be excluded;
B. Caravan sites and Rural Exceptions Sites will be excluded;
C. Free standing, individual or groups of dwellings, nearby farm buildings or other structures which are obviously detached from, or peripheral to, the main built up area will be excluded;
D. Public open spaces and undeveloped areas of land on the edge of villages will be excluded;
E. The curtilages of dwellings will be included unless the land has the capacity to extend the built form of the village;
F. Areas of land with planning permission at 1 April 2009 which adjoin the built up area will be included; and
G. Proposed allocations will be included.

The preferred Village Boundaries are shown on the draft Proposals Map in Appendix E.

Village Boundaries will not be identified in the Plan for the Restraint Villages of Easton Maudit, Strixton, Sywell Old Village and Hardwick.

Other Options Considered

5.0.6 The identification of Village Boundaries is required by the Core Spatial Strategy and other options have not therefore been considered. Amendments to Village Policy Lines put forward by respondents at the Issues and Options stage and over recent years were, however, assessed and have been incorporated into the village plans in Appendix E where they meet the criteria in Preferred Option 3, above.

5.0.7 Whilst boundaries for the Restraint Villages could be included in the Plan, the Sustainability Appraisal suggests that this approach would have negative sustainability impacts, and hence the identification of specific boundaries is judged to be inappropriate.
6. The Countryside

Background

6.0.1 The Core Spatial Strategy requires that development in the rural area, beyond the village boundaries, is severely restricted. Development should normally take place within settlements where it is more accessible and more easily serviced. It is also important to protect the character, appearance and openness of the countryside. In exceptional circumstances, development which would help to sustain the rural economy, or support a local community which could not be accommodated elsewhere, may be appropriate. In all cases development in the countryside must be of high quality and not be obtrusive.

6.0.2 The following preferred options are intended to support policies 1, 9, 11 and 13 of the Core Spatial Strategy.

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**Preferred Option 4**

**New Development in the Countryside**

The Plan will only allow new development in the countryside where:

A. It cannot be accommodated in either the town or the villages;
B. It is small scale and involves no more than a limited number of buildings or structures;
C. It is designed and sited to minimise adverse impact on the character of the countryside; and
D. It will not result in coalescence between settlements.

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**Preferred Option 5**

**Re-use of Buildings in the Countryside**

The Plan will support the re-use of existing buildings for employment, leisure or tourist uses (including tourism accommodation) provided that:

A. The character of the original buildings are conserved;
B. the original buildings are substantially intact - this should be supported by a structural survey; and
C. Future expansion options are controlled through planning conditions.
**Preferred Option 6**

**Replacement Dwellings**

The Plan will only support replacement dwellings where:

A. The original dwelling has not been abandoned or allowed to fall into a state of dereliction;
B. The original dwelling is not a temporary or mobile structure; and
C. The replacement dwelling is of a similar or smaller scale, size and massing to the original dwelling.

**Other Options Considered**

6.0.3 Reliance could be placed on existing policies, particularly those in the Core Spatial Strategy. The Sustainability Appraisal, however, suggests that the criteria in Preferred Options 4, 5 and 6 would have more benefits in terms of sustainability and would also add greater clarity in the determination of planning applications.
7. Connectivity

Background

7.0.1 Transport and infrastructure, including roads, public transport (bus, rail and other forms), pedestrian and cycling schemes, need to be planned for and provided to meet the future needs of the Borough. For many people, cars are essential to meet their daily needs. The negative impact that this can have on the environment, our health, our safety and increasing congestion means that alternatives to the car should be promoted, and made more attractive and accessible. It is also important in this context to ensure that development is located appropriately so that work, shops, houses, schools etc. are all close together. Focusing development within the existing urban area of the Borough will encourage the provision of a good range of facilities and reduce the need to travel. Clustering rural development at specific villages may encourage better transport provision within the rural area.

The Local Transport Plan

7.0.2 The Local Transport Plan (LTP)(1), covering the period to 2010/2011, is the strategic plan for transport investment across the county. It is important that the proposals of the LTP and the policies and proposals for development support each other.

7.0.3 The LTP highlights various road and rail schemes for the Borough. The A509 between Wellingborough and Kettering will be gradually upgraded through the provision of the Isham bypass together with a southern link to Niort Way on the north side of Wellingborough and improvements to the west of the town, including the junction with the A45. A new interchange is planned at Wellingborough station and improvements to the bus network within the town and on inter-urban bus routes are proposed.

The Core Spatial Strategy and the Transport Strategy for Growth

7.0.4 One of the main building blocks of the Core Spatial Strategy is greater transport choice. Settlements should be well connected within and to each other with a strong emphasis on supporting a modal shift away from reliance on the use of the private car. This will mean planning communities in a way that makes walking and cycling realistic alternatives to the car and delivering a step change in the quality of public transport provision.

7.0.5 Northamptonshire County Council as highway authority has prepared a Transport Strategy for Growth(2) to show how the Core Spatial Strategy can be delivered. The document provides more detailed information than was available at the time the LTP was submitted and will be a valuable building block in preparing the next LTP.

7.0.6 Growth proposed in the area will lead to an increased demand for travel. In North Northamptonshire, a 51% increase in the number of households between 2001 and 2021 will lead to a 58% increase in the demand for travel. With the continuation of existing transport

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1 Northamptonshire County Council, (2006), Available online at www.northamptonshire.gov.uk
2 Northamptonshire County Council, (2007), Available online at www.northamptonshire.gov.uk
policies and land-use patterns it is forecast that this would increase car use by 79%. By 2031, car use could be 107% more than in 2001. Modelling of traffic growth to 2021 has shown that growth on this scale could not be accommodated on the existing network. There would be congestion around the town centre, along key radial routes and on roads around the urban area. Whilst some improvements can be made to existing roads to increase their capacity, the growth in road traffic has to be reduced.

7.0.7 For Wellingborough the key priorities which have been identified are:

- A target of 5% modal shift from single-occupancy car trips in existing developed areas;
- A target of 20% modal shift from single-occupancy car trips in new developments, depending upon their scale;
- Bus priority along Midland Road connecting the town centre to the railway station and the planned urban extension to the east of Wellingborough;
- Capacity improvements and walking, cycling and public transport enhancements along the radial routes, in particular; Harrowden Road, Finedon Road/Cannon Street, London Road, Doddington Road, Northampton Road and Hardwick Road;
- Junction improvements at Doddington Road/Turnells Mill Lane, A45/Wilby Way, Northampton Road/Kingsway, Midland Road/Senwick Road and Finedon Road/Rixon Road;
- A new north-south link road either east or west of the rail track to relieve congestion on the eastern side of the town
- A509 Isham to Wellingborough Improvements. The provision of a link between the Isham Bypass and Niort Way also bypassing Great Harrowden.
- A509 Park Farm Way dualling between the A4500 and the A509 Isham to Wellingborough Improvements;
- Wellingborough Eastern Distributor Road in association with the planned urban extension to the east of Wellingborough;
- A quality urban bus network - including enhanced frequencies, evening and Sunday services, improved marketing, new vehicles, real time information and enhanced bus stops;
- A quality inter urban bus network linking the main towns in the county;
- Development of rural service routes;
- Service improvements on the Midland Main Line to provide additional capacity;
- Improvements to interchange and car parking facilities at the railway station;
- Transport demand management measures - including marketing, information, smartcards, integrated ticketing, travel plans;

7.0.8 There are also priorities which relate specifically to Wellingborough town centre but these are covered in the Wellingborough Town Centre Area Action Plan(3)
Preferred Option 7

Transport Strategy for Growth

The Plan will protect land required for infrastructure improvements and facilitate the provision of the priorities identified in the Northamptonshire Transport Strategy for Growth.

Proposed transport improvements that are expected to be implemented within the Plan period will be identified on the Proposals Map.

Other Options Considered

7.0.9 None. The integration of transport and spatial planning is central to the development and delivery of an effective Local Development Framework. To deliver integration, local development documents should be consistent with the local transport planning policies of the local transport authority. (4)

Pedestrians and Cyclists

Background

7.0.10 Cycling and walking are, in some instances, viable alternatives to the car and it is therefore important to encourage these activities by aiming to improve provision for them within the borough. The Transport Strategy for Growth proposes to undertake walking audits to identify current or potential desire lines and instances where new or improved footways are required. The Strategy also proposes to develop walking and cycling master plans. It is anticipated that these master plans will update the master plan included in the Local Plan.

7.0.11 Consultation at the Issues and Options stage showed a clear preference for extending and revising the cycling and walking master plan. Various suggestions were put forward, including improving links within the rural area. The Borough Council has, over recent years, implemented an extensive programme of providing cycle routes within the principle parks. These form the basis of the town wide network.

7.0.12 The design of estate layouts, both residential and commercial, is critical to ensuring that a high quality alternative to the car can be offered. Roads need to be designed to allow for the effective and safe movement of cars, cyclists and pedestrians around the development. The County Council has produced new guidance with the Commission for Architecture and the Built Environment (CABE), local planning authorities and developers entitled Northamptonshire Place and Movement Guide (5) This guidance draws upon the new Manual for Streets, published by the Department for Transport and other examples of best practice.

4 Department for Communities and Local Government, ‘Planning Policy Statement 12: Local Development Frameworks, Annex B: Policy Advice and integration with other strategies’
5 Northamptonshire County Council (December 2008) Available online at www.northamptonshire.gov.uk ,
Preferred Option 8

Pedestrians and Cyclists

The Plan will include a walking and cycling master plan prepared in partnership with the Highways Authority. All new development will be required to link into this network.

All roads and streets should be designed with cyclists and pedestrians in mind. Pedestrians should have priority in residential areas.

Other Options Considered

7.0.13 National, regional and sub-regional policies all require modal shifts away from the private car. The only options considered therefore relate to how best to encourage an increase in cycling and walking. The main alternative therefore is whether or not to include the proposed cycling and walking master plans within this document.

Public Transport

Background

7.0.14 Increasing travel options is the starting point for any move towards modal shift in an area. In order to encourage people to use public transport it has to be a viable alternative to the car. The most likely form of mass transit system in North Northamptonshire is considered to be a bus based system due to the limited mass of each development area. The Transport Strategy for Growth identifies various improvements necessary to make the public transport system more effective. These cover every element of the journey in order to offer the most attractive and time efficient service and therefore achieve an increase in numbers of people using the bus.

7.0.15 The preferred option below is taken from the Transport Strategy for Growth.

Preferred Option 9

Public Transport

The Plan will include the following guidelines to encourage increased bus use:

A. The optimum spacing of bus stops should be between 500 - 1000m;
B. Walking distances to bus stops should be no greater than 300m, and no greater than 600m when accessing an Express Service (6);

6 Express Service in this instance refers to a 10 minute frequency, direct, high quality service
C. All new major bus routes should use full width bus borders as the preferred bus stop type;\(^{(7)}\)
D. All new bus stops should comply with inclusive mobility best practice standards;\(^{(8)}\)
E. In new developments, bus routes should be prioritised in order to provide a service that is as time efficient, or more time efficient, than the equivalent car journey;
F. Major bus routes should be essentially linear, running at minimum 10 minute frequencies and with minimal loops or repetition; and
G. Marketing should be promoted from the earliest stages of development - with sustainable transport and travel planning information included within the marketing literature for the site and with space set aside for promotion within show homes. Section 106 agreements should allow for marketing budgets.

Other Options Considered

7.0.16 As the preferred option is taken from the Transport Strategy for Growth, which provides a county wide approach, no direct alternatives were considered.

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8. The Green Framework

Background

8.0.1 This chapter addresses issues relating to all types of open space and natural areas except new sports pitches. Sports pitches are dealt with as built sports facilities in Section 10.2 'Sports Facilities'.

8.0.2 Open space within the Borough is important in many ways within both urban and rural areas. It includes a range of green spaces from places for children to play to habitats for wildlife. These open spaces contribute significantly towards creating a sense of community, promoting healthy lifestyles, wildlife habitats, and visual attractiveness and also provide educational benefits.

8.0.3 ‘People who can see trees or green spaces from their homes report higher levels of health and well being, children with access to a natural environment show higher attention levels. Safe green public spaces encourage people, including older people to develop social contacts. Green spaces encourage the taking of exercise. (1)

8.0.4 Open spaces can also make important contributions to urban cooling, provide carbon sinks and provide opportunities for Sustainable Drainage Systems. They can therefore make a valuable contribution to adapting to and mitigating against climate change.

8.0.5 For these reasons we need to protect and enhance the green spaces, it is also important to provide new places within new developments, and attempt to link these spaces back into the town to make them more accessible, this is a key element of this framework known as Green Infrastructure (see Section 8.1 ‘Green Infrastructure Corridors’).

8.0.6 Policy 5 of the Core Spatial Strategy emphasises the need to protect and enhance existing assets and create new multi functional areas of green space that promote recreation and tourism, public access, green infrastructure, biodiversity, water management, protection and enhancement of the local landscape and historic assets and mitigation of climate change.

8.0.7 National Guidance on planning for open space, sport and recreation is contained in PPG17. This requires local authorities to set local standards, maintain an adequate supply of open space and plan for new open space. In order to achieve this, a study (2) was undertaken in 2005 on behalf of the Council in order to assess local needs and audit existing open space, sport and recreational facilities. Overall this study recommends:

- The protection and enhancement of all areas of open space;
- Prioritisation of areas of deficiency for different types of open space;
- The improvement of areas to award standard;
- Improving the level of signage and information for areas of open space; and
- Undertaking further assessment of areas of open space to enhance and improve access.

2 PMP, (2005)‘Planning for Open Spaces, Sport and Recreation’
8.0.8 Additionally, the Places and Spaces - Public Open Space Strategy \(^3\) sets out the Council’s overall strategy for open space within the Borough with the aim to "protect, enhance and develop its wealth of greenspace, which reflects the local heritage and townscape, by providing for the diverse requirements of users, supporting the promotion of healthy lifestyles and valuing the diversity of nature." This vision is driven forward by 11 key aims. This Plan aims to support and help deliver the overall strategy.

8.1 Green Infrastructure Corridors

Background

8.1.1 ‘Green Infrastructure’ can be defined as "a network of multi-functional greenspace and interconnecting links which are designed, developed and managed to meet the environmental, social and economic needs of communities across the region. It is set within and contributes to, a high natural and built environment and is required to enhance the quality of life for present and future residents and visitors and to deliver 'liveability' for sustainable communities\(^4\)."

8.1.2 The overarching message is that Green Infrastructure lies at the heart of planning and can occur anywhere and at any scale. The Regional Spatial Strategy identifies the provision of green infrastructure as an essential element of delivering sustainable communities. Figure 9 of the Core Spatial Strategy includes a Green Infrastructure Network of indicative sub-regional and local corridors across North Northamptonshire. Within the Borough, the sub-regional corridors follow the valley of the River Nene and the River Ise, whilst the three identified local corridors connect Ecton to Wilby, Sywell reservoir to Broughton and Hockley Lodge to Finedon. Policy 5 of the Core Spatial Strategy deals with the establishment, protection and enhancement of this network.

8.1.3 It is proposed that at a more local level these are supplemented in the town by Town Green Infrastructure Corridors which, where appropriate, will link into the sub-regional and local corridors. This is intended to help highlight where Green Infrastructure investment is most likely to be able to deliver benefits over a wide range of agendas. These corridors attempt to link all types of Green Infrastructure within the town to improve accessibility for both people and wildlife.

8.1.4 For many species the current highly fragmented habitat resource leaves many vulnerable by virtue of the small and isolated nature of the remaining populations. By expanding the area of habitat, chances of species becoming extinct in the area is reduced and species are more capable of adapting to future climate change by being able to move if necessary.

8.1.5 Green Infrastructure Corridors are equally people focused. They provide opportunities for sustainable movement (principally by foot or cycle) from the town to the countryside and through the town to open space assets and other destinations.

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\(^3\) Borough Council of Wellingborough, (2005)
8.1.6 The Green Infrastructure Corridors are not intended to be prescriptive or inflexible but should be regarded as a conceptual framework to aid decision making. The Corridors indicate broad zones within which Green Infrastructure related proposals should be focused.

8.1.7 In addition to the Corridors there should be a network of smaller green spaces which include both public and private spaces such as gardens and highway verges which contribute both to an enhanced wildlife resource and a good quality public realm. For new developments a Landscape Plan will be required which identifies who is responsible for the future maintenance of these areas.

**Preferred Option 10**

**Town Green Infrastructure Corridors**

The Plan will include a Figure which identifies Town Green Infrastructure Corridors for the town of Wellingborough. These indicative zones will seek to improve connectivity of greenspace for people and wildlife. Other policies will ensure that these Corridors are a priority for investment. Draft corridors are identified on Figure 8.1 'Green Infrastructure Corridors'
Other Options Considered

8.1.8 The alternatives that have been considered involve not identifying any Corridors beyond those identified in the Core Spatial Strategy; whether routes should be represented on the Proposals Map; and the identification of additional corridors within the rural area.

8.1.9 It was considered that it would be helpful to identify Town Corridors so as to be able to direct priorities for new provision and for the protection of existing sites. Given that the Corridors are intended to be broad zones which are not prescriptive, it was considered inappropriate to identify them on a Proposals Map as this may not allow sufficient flexibility.

8.1.10 With regards to the rural area it was considered that the routes identified within the Core Spatial Strategy already sufficiently identify the priority areas and there is no need to supplement this further.

8.2 Quality of Open Space

8.2.1 The Study by PMP recommended the following quality standards for each type of open space specified in PPG17:
### Quality of Open Space

**Parks & Gardens:** A welcoming, clean and litter free site providing a wide range of leisure, recreational and enriched play opportunities for all ages, varied and well-kept vegetation, lighting and the appropriate location and level of ancillary accommodation (including benches, toilets, litter bins and dog bins) accessible by various forms of transport.

**Natural & Semi-Natural:** A varied site that encourages wildlife conservation, biodiversity and environmental education and awareness, making the most of natural features such as the watercourses. To encourage informal recreation, clear access and footpaths, dog/litter bins and other appropriate ancillary accommodation should be provided.

**Amenity Greenspace:** A clean and well maintained site, with appropriate ancillary accommodation (benches, dog fouling bins etc.) and landscaping in the right places, enhancing the local environment and conveniently located close to housing that is easily accessible and big enough to encourage informal play.

**Provision for Children & Young People:** A site providing a mix of well-maintained formal equipment and enriched play environment for all young people, in a clean, safe and attractive setting with appropriate ancillary accommodation (such as benches, dog fouling and litter bins) and accessible to all.

**Outdoor Sports Facilities:** A comprehensively well planned sports facility site, well-drained and well-kept surfaces, appropriate ancillary accommodation including changing accommodation and toilets, suitable lighting, good site access and varied and attractive landscaping. Outdoor sports facilities should be accessible by a variety of modes of transport.

**Allotments:** A site that encourages sustainable development, biodiversity, healthy living and education objectives that is clean and well-maintained with clear footpaths, boundaries, good security and quality soils. Ancillary facilities to meet local needs including car parks, toilets and water supply should be provided where appropriate.

**Cemeteries / Churchyards:** A well-maintained, clean site with long-term burial capacity, provision of seating areas, clear footpaths and varied vegetation that provides a sanctuary for wildlife, where appropriate and particularly in areas devoid of greenspace. The primary function of the decent and dignified interment of human remains should be respected at all times.

**Green Corridors:** A well-lit and clean route that provides well-maintained travelling surfaces and varied vegetation that links major open spaces together, with ancillary facilities such as bins and seating in appropriate places. Opportunities to increase or enhance green corridor links between existing open spaces and the rural and urban areas should be taken where possible.
Civic Spaces: A clean, safe and attractive site that is fit for purpose, providing landscaping where appropriate and ancillary accommodation (e.g. benches, toilets) should be provided to meet local needs.

8.2.2 In order to ensure that all open space is of a high quality and meets the needs of the population the Borough Council will work towards ensuring that all open spaces meet these defined quality standards.

Preferred Option 11

Quality of Open Space

The Borough Council will work towards ensuring that all open spaces within the Borough meet the quality standards defined in the above box. This will be achieved by:

A. The Council preparing management/action plans for open space within its ownership;
B. Using developer contributions to implement enhancement schemes;
C. Working with communities to involve them in maintaining and enhancing local open spaces; and
D. Working in partnership with other landowners of open space to improve the quality of that space.

Other Options Considered

8.2.3 The alternatives that have been considered are to either exclude quality standards altogether or, alternatively, to include these in an SPD or other strategy. The Plan itself would then concentrate on the protection and provision of open space rather than dealing with management and quality issues. The planning system, however, has a pivotal role to play in the management and delivery of the green environment. It is considered that the Plan should establish the overall principles and that this is supplemented by more detail within other documents.

8.3 Protecting Existing Open Space

8.3.1 National guidance and the report prepared by PMP recommend the protection of existing open space. Areas of open space within the Borough are currently protected in the Borough of Wellingborough Local Plan as Environmentally Important Open Space (EIOS) in Policy G19 and/or Important Amenity Areas (IAA) in Policy L5. EIOS's are sites which are important to the character or structure of the settlement and IAA's are important for their recreational value. A distinction is made so that, in particular circumstances, IAA's can be redeveloped if they are no longer needed or are to be replaced elsewhere.
8.3.1 Environmentally Important Open Space

8.3.1.1 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 eroded. Consequently, specified sites which are most important to the visual or physical character and structure of the settlements are identified. The sites will be designated as Environmentally Important Open Space (EIOS) on the Proposals Map.

8.3.1.2 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 are structurally important to the town as a whole. This system, together with some traditional town parks, forms the basis for EIOS within the town.

8.3.1.3 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.

Preferred Option 12

Environmentally Important Open Space

The Plan will identify sites, within or on the edge of settlements, as Environmentally Important Open Space on the Proposals Map where they meet one or more of the following criteria:

A. Land that contributes positively to the existing form or character of the settlement;
B. Land that contributes to the setting of a listed building, an ancient monument or the character of a Conservation Area; or
C. Land that allows views into the settlement from approach roads or open countryside, views into the open countryside from within the settlement and/or views across the settlement.

A policy will be included which retains sites designated as Environmentally Important Open Space

8.3.2 Important Amenity Areas

8.3.2.1 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, will be
preferred as Important Amenity Areas (IAAs), which must generally be retained. Additional recreational sites provided during the Plan period will also be regarded as IAAs for the purpose of the Plan.

**Preferred Option 13**

**Important Amenity Areas**

The Plan will identify recreational open space 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 as Important Amenity Areas on the Proposals Map

A policy will be included to ensure that sites designated as Important Amenity Areas are retained. Exceptions will however be permitted if:

A. The site is not also identified as Environmentally Important Open Space; and
B. There is sufficient open space of all types within the locality as defined in 'Quality of Open Space'; or
C. Provision is to be made on an alternative and appropriate site which is easily accessible and provides equivalent community benefit; or
D. Development relates to a small part of the site where this is agreed to represent the best means of retaining sports and recreation facilities; or
E. The site can not be enhanced to meet the quality standards as defined in ‘Quality of Open Space’ and development represents the best option for achieving an alternative open space elsewhere; and
F. Loss of the site will not result in a break of connection in the Green Infrastructure Corridors

**Other Options Considered**

8.3.2.2 A single designation to cover the protection of all types of open space, rather than making a distinction between EIOS and IAA, could be pursued. A single designation would need to have a criteria based policy which provides for the protection of sites where they contribute to the character or form of a settlement similar to the definition criteria suggested for EIOS in Preferred Option 12, above. A decision as to the importance of the open space would then need to be made on a site by site basis during the determination of a planning application. As shown in that part of the Sustainability Appraisal that compares these options, this approach would provide the greatest flexibility but would have a negative sustainability impact owing to the uncertainty that it would create over the protection of the most important sites.

8.3.2.3 During the Issues and Options stage various representations were made including requests for: the reassessment of some sites currently designated as EIOS/IAA; particular sites to be protected; and the allocation of certain existing areas of EIOS/IAA for other uses. Parish
Councils indicated that they would generally like to protect current EIOS/IAA designations, although Irchester would wish to redevelop the Denton Close play area and replace this elsewhere. Sites can fall into disuse or be under utilised, indicating the need to be more flexible about the size and location of the allocation, where necessary. All sites identified in the Borough of Wellingborough Local Plan, and any additional ones either put forward or provided since that time, have therefore been assessed to ensure that they meet the relevant criteria. Additional flexibility has also been incorporated into the draft policy to ensure that, if a site cannot be improved to an acceptable standard, its replacement elsewhere would be acceptable.

8.3.2.4 IAA and EIOS were only identified within the Village Policy Lines or the town boundary in the adopted Borough of Wellingborough Local Plan. It is now proposed to identify sites outside the boundaries as there are occasions when development in the open countryside is permissible and some sites would not be afforded adequate protection without these designations.

8.3.3 Incidental Pockets of Open Space in Residential Areas

Background

8.3.3.1 Some residential areas contain distinct environments where incidental pockets of amenity space are an integral part of the original design and contribute strongly, either cumulatively or individually, to the form and character of either the neighbourhood as a whole or smaller areas within the development. The Hemmingwell estate, in the north of the town, provides a good example of this form of development.

Preferred Option 14

Incidental Pockets of Open Space in Residential Areas

Proposals for the development of incidental areas of open space not identified on the Proposals Map will be permitted if it can be demonstrated that the open space:

A. Does not fulfill a significant amenity or recreational function;
B. Does not contribute towards the setting of individual buildings or groups of buildings; and
C. Is not important for its structural value.

Other Options Considered

8.3.3.2 Whilst reliance could be placed entirely on existing policy in the Core Spatial Strategy, Preferred Option 14 provides greater clarity and is supported by the Sustainability Appraisal for this option.
8.4 Providing New Open Space

8.4.1 New open space has traditionally been provided as part of new developments. The current saved Local Plan policy L7 relates to applications for 10 or more dwellings. This policy requires the provision of new open space irrespective of whether there is sufficient open space in the vicinity and gives no provision for enhancing existing open space instead.

8.4.2 It is no longer possible to retain the standards currently contained within Policy L7 as they are based on National Playing Field Association (NPFA) standards and not a local audit and assessment as required by PPG17. Work commissioned by the Council in accordance with national policy suggests new standards based on the quantity, quality and accessibility of open space. The quality standards are referred to in ‘Quality of Open Space’ above, where suggested quantity and accessibility standards are set out below:

<table>
<thead>
<tr>
<th>PPG 17 Typology</th>
<th>Quantity Provision Standard (per 1000 population)</th>
<th>Recommended Travel Time</th>
<th>Estimated Equivalent Straight Line Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks and Public Gardens</td>
<td>0.7ha</td>
<td>15 min walk</td>
<td>600m</td>
</tr>
<tr>
<td>Natural and Semi-Natural Space</td>
<td>1.8ha in urban area 0.38ha in rural area</td>
<td>15-20 min walk</td>
<td>600-780m</td>
</tr>
<tr>
<td>Amenity Green Spaces</td>
<td>1.6ha in urban area 0.5ha in rural area</td>
<td>10 min walk</td>
<td>420m</td>
</tr>
<tr>
<td>Provision for Children and Young People</td>
<td>0.625 play areas in urban area 0.5 play areas in rural area</td>
<td>10 min walk</td>
<td>420m</td>
</tr>
<tr>
<td>Allotments</td>
<td>0.38ha in urban area 1.3ha in rural area</td>
<td>15 min walk</td>
<td>600m</td>
</tr>
</tbody>
</table>

Table 8.1 Open Space Standards
8.4.3 All new residential developments will be expected to contribute towards the provision of open space, by either providing new areas or improving the quality or accessibility of existing areas. In order to translate the above standards when dealing with planning applications the following people generation figures (5) will be used unless the applicant can show that people generation will be markedly different.

<table>
<thead>
<tr>
<th>Number of Bedrooms</th>
<th>1 Bed</th>
<th>2 Bed</th>
<th>3 Bed</th>
<th>4/5 Bed</th>
</tr>
</thead>
<tbody>
<tr>
<td>People per dwelling ratio</td>
<td>1.32</td>
<td>1.76</td>
<td>2.60</td>
<td>3.38</td>
</tr>
</tbody>
</table>

Table 8.2 People Generation by household size

8.4.4 Small areas of open space can be difficult to maintain and can be of limited recreational value. It is therefore considered that normally new open spaces should be a minimum of 400m². This is the minimum site size for the provision of a Local Equipped Area for Play. If the standards above would result in a smaller area than this being provided it will normally be better to provide funding instead to enhance existing areas. The only exception to this will be if the area is designed primarily for non-recreational use. For example areas to enhance the public realm such as landscaped or planted areas. These areas will however only be acceptable if a Landscape Plan is submitted which clearly identifies who will be responsible for the management of that land in perpetuity. The Council will not normally take on responsibility for the maintenance of such areas.

8.4.5 The location of new areas is important. They should be easily accessible by those who are to use the site and be overlooked by housing, pedestrian routes or other well used public facilities. Within the town, wherever possible new sites should be located within or connected to the Town Green Infrastructure Corridors identified in Section 8.1 ‘Green Infrastructure Corridors’. Exceptions to this would be play areas designed to serve a local catchment, which if moved to an identified corridor would not meet the distances identified in Table 8.1 ‘Open Space Standards’.

8.4.6 In order to identify appropriate schemes to enhance existing areas of open space the Borough Council will prepare a separate strategy. This will identify suitable schemes to improve known areas of deficiency and will ensure that Planning Contributions can be appropriately calculated.

Preferred Option 15
Providing New Open Space

The Plan will require all residential developments to contribute towards the provision of open space based upon the quantity, quality and accessibility standards set out in Table 8.1 'Open Space Standards' above. New open space will only need to be provided where the quantity or accessibility standards are deficient in the locality. In all other cases contributions to enhancing existing open space will be required.

All proposals which include the provision of new open space or landscaped areas should provide a landscape plan which clearly identifies who will be responsible for the future maintenance of these areas.

New recreational open space provided on site should be a minimum of 400m² and must meet the quality standards set out in 'Quality of Open Space'. The site should wherever possible be within or linked to the Green Infrastructure Corridors unless it is to serve a very local catchment. Long term management of the site must be secured and if the site is to be adopted by the Borough Council a commuted sum to cover the cost of maintenance for a period of 20 years following establishment will be required.

Details of the level of contributions required and programmes for enhancing existing open spaces will be set out in a separate document to be prepared by the Borough Council.

Other Options Considered

8.4.7 The Council must adopt a policy in accordance with PPG 17, therefore no alternative strategy was considered. It would however be possible to set a minimum threshold for requiring contributions towards open space provision. Not setting a threshold was considered to be more equitable.

8.5 Biodiversity and Geological Conservation

Background

8.5.1 Biodiversity is the variety of life in all its forms. Geological conservation relates to sites that are designated for their geology and/or geomorphological importance. Government policy (6) says that local development frameworks should indicate the location of designated sites of importance for biodiversity and geodiversity. The Proposals Map will therefore include nationally important sites known as Sites of Special Scientific Interest (SSSIs). The Upper Nene Valley Gravel Pits SSSI has been identified as a potential Special Protection Area (pSPA) and a

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Ramsar site in recognition of its international importance for birds and wetland. If this is formally identified this too will be added to the Proposals Map. Similarly the two Local Nature Reserves (LNRs) (Summer Leys and Glamis Meadow and Wood) in the Borough will also be shown.

8.5.2 A Habitats Regulations Assessment is required under a European Directive\(^{(7)}\) for any plans or projects that may have a significant effect on sites designated at a European level for nature conservation. This includes the Upper Nene Valley pSPA/pRamsar and the Nene Washes which are designated as an SPA and a Special Area of Conservation (SAC). The Washes are located to the east of Peterborough, but are directly connected to the Plan area by the River Nene. Any impacts on water levels and water quality could have effects further downstream.

Preferred Option 16

Sites of National and International Importance

The Proposals Map will identify sites of national and international importance for biodiversity and geodiversity.

Proposals must satisfy the tests of the Habitats Regulations in respect of the Upper Nene Valley Gravel Pits pSPA/pRamsar and Nene Washes SPA/SAC. This should include an assessment of potential effects on water quantity and quality and disturbance to birds using the sites.

Other Options Considered

8.5.3 None, this is required by national policy.

County Wildlife Sites

8.5.4 County Wildlife Sites (CWS) are areas of land of importance for wildlife in a county context. In Northamptonshire these are identified by the Northamptonshire Environmental Network, which includes the Wildlife Trust, Local Authorities, Natural England, RSPB, and Environment Agency amongst others. This network has established Selection Guidelines for CWS in Northamptonshire. The Wildlife Trust has recently re-surveyed the area and the sites considered to meet the criteria are shown on the draft Proposals Map in Appendix D.

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Preferred Option 17

County Wildlife Sites

The Plan will identify County Wildlife Sites and will include a policy to protect them from inappropriate development.

Development will only be permitted where the need for the development in that location outweighs the damage that would result. The proposal must include satisfactory measures to mitigate the impact on the site. Unavoidable damage which can not be mitigated should be compensated for elsewhere within the borough.

Other Options Considered

8.5.5 None, this is in accordance with national policy.

Biodiversity Enhancement

8.5.6 Government policy (PPS9) requires areas or sites to be identified for the restoration or creation of new priority habitats which contribute to regional targets and support this restoration or creation through appropriate policies. The Wildlife Trust has identified a number of Potential Wildlife Sites (PWS) from analysis of aerial photographs and from local expert wildlife recorders. These are sites which are of wildlife value, though not of sufficient high quality to meet CWS standard. Some of these sites may improve sufficiently to qualify as CWS under sympathetic management or habitat creation. It is intended that they will be identified as Potential Wildlife Sites on the Proposals Map.

8.5.7 Any application for development involving a PWS should include up-to-date biodiversity survey information to assess the quality of the site. Any proposals will be expected to take account of the value of the site and incorporate important features within the overall design for the site.

8.5.8 The town has a well established open space network based upon the valleys and ridgelines and most of this land is within the Borough Council’s ownership. There are great opportunities for enhancing the biodiversity value of these spaces whilst still meeting the sporting and recreational needs of the town. As part of the management plans/action plans proposed in Preferred Option 11 'Quality of Open Space'. The Council and partners will seek to improve habitats across the town.
Preferred Option 18

Potential Wildlife Sites

The Plan will identify Potential Wildlife Sites and recognise these as opportunities for the delivery of Green Infrastructure and Biodiversity Action Plan targets.

Biodiversity enhancement on open space sites will be pursued where this is compatible with sporting and recreational needs. This will be achieved by:

A. Using developer contributions to implement enhancement schemes;
B. Working with communities to involve them in maintaining and enhancing the biodiversity value of local open space;
C. Working in partnership with other landowners of open space to improve the biodiversity value of that space; and
D. Adopting more sympathetic management regimes where possible.

Other Options Considered

8.5.9 The alternatives that have been considered are to show the sites identified by the Wildlife Trust as having potential or to adopt a more general approach of encouraging enhancement anywhere. It was considered preferable to identify the PWS as these are considered the sites most likely to be able to provide increased biodiversity value. They can then be used to prioritise new investment or action.

Regionally Important Geological or Geomorphological Sites

8.5.10 Regionally Important Geological and Geomorphological Sites (RIGS), designated by locally developed criteria, are currently the most important places for geology and geomorphology outside statutorily protected land such as Sites of Special Scientific Interest (SSSI). The designation of RIGS is one way of recognising and protecting important earth science and landscape features for future generations to enjoy.

8.5.11 Within this county RIGS are identified by the Northamptonshire RIGS Group. Sites are assessed for their educational value, scientific value, historic importance and aesthetic quality in the landscape. There are four sites identified as RIGS within the Borough. These are shown on the draft Proposals maps.
Preferred Option 19

Regionally Important Geological or Geomorphological Sites

The Plan will identify Regionally Important Geological or Geomorphological Sites and will include a policy to protect them from inappropriate development.

Other Options Considered

8.5.12 None, this is in accordance with national policy.
9. The Retail Hierarchy

Background

9.0.1 National Planning Policy \(^{(1)}\) treats retailing, together with leisure, entertainment facilities and the more intensive sport and recreation uses, offices, arts, culture and tourism, as “main town centre uses” for which there will be a town centre first approach. Thus, based on a development plan identification of need and appropriate scale, development should, wherever possible, be located within the town centre (refer to the Town Centre Area Action Plan). Where retail development outside the town centre is to be considered it must satisfy the sequential approach and the significant impact test. The former gives preference to town centre sites that are likely to become available within the plan period, followed by edge of centre sites that are or will be well connected to the centre and only then to out of centre sites in locations that are accessible by a choice of means of transport and which are closest to the centre and have a higher likelihood of forming links with the centre. The significant impact test seeks to ensure that any proposed locations for retail development do not have an unacceptable impact on the town centre. Local shops and services should be supported in urban local centres and villages.

9.0.2 The Regional Spatial Strategy \(^{(2)}\) reflects this approach in seeking to focus retail development in town centres. It notes that Wellingborough and the other identified ‘Growth Towns’ of Corby and Kettering, require support to develop complementary roles consistent with planned levels of development. The existing role of the Wellingborough central area should be strengthened through the continued provision of a diverse range of quality comparison shopping that meets the needs of both the town and its wider rural hinterland.

9.0.3 The Core Spatial Strategy seeks to reflect the need for support by focusing retail development for North Northamptonshire in the town centres of the three Growth Towns. A minimum of 15,500 m² of comparison shopping floorspace is to be provided for in Wellingborough town centre for the period 2004 to 2021. The sustainable urban extensions will include local centres of an appropriate scale with convenience shops to meet day to day needs of people from the local area, but will not provide significant comparison shopping provision that would be better located in the town centres. Where retail development for which there is an identified need cannot be accommodated in the town centre then a sequential approach will be followed: well connected edge of centre locations followed by district and local centres, including those in sustainable urban extensions and then existing retail areas that are well served by a choice of means of transport. The CSS refers also to a projected 12,210 m² of convenience floorspace being required in North Northamptonshire as a whole to 2021 but those particular deficiencies are apparent in the rural north east. This suggests that in the Borough the need for additional supermarket provision up to 2021 is likely to be limited to small scale local centre developments with units of no more than 1000 m² each.

1 Planning Policy Statement 4: Planning for Sustainable Economic Growth, available online at www.communities.gov.uk,
9.0.4 The existing shopping centre hierarchy in Wellingborough is comprised primarily of the town centre and local centres. It does not include district centres. The town centre is the main retail focus of the Borough (total retail floorspace of the order of 28,000 m²) and this is supported by local shopping including purpose built local centres in the majority of the main housing areas. There is also a focus of out of centre retailing adjacent to London Road; primarily at Victoria Park (including a supermarket) and Castlefield together with a further supermarket in the west of the town at the junction of Northampton Road and Park Farm Way. A number of villages, especially the larger ones, retain some village shops.

9.0.5 Whilst about 80% of retail spend on convenience goods is retained in the Borough, there is substantial leakage of comparison goods expenditure: the North Northamptonshire Town Centres Roles and Relationships Study (August 2005), prepared for the CSS by Roger Tym and Partners, found that over North Northamptonshire as a whole the leakage was 50%. It has been concluded in the CSS that a reasonable aim over the period to 2021 would be to seek to claw back some of this lost expenditure and achieve a retention rate of 55%. The floorspace proposed in the Town Centre Area Action Plan reflects this.

9.0.6 At the Issues and Options stage specific views were sought upon future retail provision outside the town centre and upon local shopping provision in residential areas and the villages. A criteria based policy was preferred in order to guide out of centre retailing. There were also suggestions that existing out of centre locations would be preferable before new locations were sought. All respondents agreed on the desirability of protecting local shops. It was suggested that facilities which complement the role of the town centre, whilst meeting the needs of the wider shopping and leisure needs of the community, could be located in the sustainable urban extensions. In proposals for the sustainable urban extensions to the east and north of the town the respective developers have each proposed that a district centre could be provided within their development.

9.0.7 Background work upon the Town Centre Area Action Plan indicates that, even whilst maintaining a compact central area, there is capacity for the scale of retail development proposed in the CSS to be accommodated in the town centre. The preferred option for retailing outside the town centre is therefore that it should be limited primarily to that which is either inappropriate in a town centre (local shopping, uses such as car sales or garden centres requiring large open display areas, where a shop is ancillary to another use eg petrol filling station or farm shops) or where a retailer can demonstrate genuine difficulties in operating a proposed business model from a sequentially preferable site. Because the town centre is substantially encircled by residential development and substantial edge of centre sites are unlikely to become available during the plan period, the sequence of preferable sites will be as follows: within or adjacent to the existing out of centre retail areas which are in easy reach of the town centre; within specifically designed locations in the sustainable urban extensions; other out of centre sites also in easily accessible locations. Specific consideration is, however, given to Midland Road which links the town centre with the railway station and the proposed employment campus of Station Island (part of Wellingborough East); this is referred to in Section 15.1.1 ‘Wellingborough East’ below.

3 For further information on District Centres, please refer to Annex B of PPS 4, available online at www.communities.gov.uk.
Preferred Option 20

Retail Hierarchy

Retailing outside the town centre other than local shops should be limited primarily to that which is either inappropriate in a town centre (such as car sales or garden centres requiring large open display areas) or can otherwise be justified outside the town centre on the basis of the criteria of PPS4.

The sequence of preferable sites will be as follows:

- within or adjacent to the existing out of centre retail areas which are in easy reach of the town centre;
- within specifically designed locations in the sustainable urban extensions;
- other out of centre sites also in easily accessible locations

9.0.8 It is not considered that specific allocations for out of centre retail parks should be made or that specific district centres should be planned for within the sustainable urban extensions in that the overall scale and configuration of the town should remain as focused upon the town centre with only limited additional supermarket or other district type uses outside the town centre being required.

9.0.9 Local shopping centres comprising usually a range of small shops of a local nature serving a small catchment should be provided for within the sustainable urban extensions. In view of the scale of additional convenience floorspace that is likely to be required, it is anticipated that within each of the urban extensions a small supermarket will be required. In view of the projected scale of additional convenience floorspace, it is likely that the floorspace of each is unlikely to exceed 1000m². This figure is a guide, the key test being the need to ensure that there is no adverse impact upon the town centre and that the scale of development is appropriate to a local centre. This is included in the site specific policies dealing with each of the urban extensions (see Preferred Option 53 'Wellingborough East Development Principles' and Preferred Option 56 'Wellingborough North Development Principles'). Total retail floorspace requirements in the sustainable urban extensions, including a supermarket, other 'A1' uses and service outlets such as hairstylists and fast food outlets, has been assessed in the study 'Wellingborough Sustainable Expansion Areas - Appropriate Retail Provision', (4). It is concluded that at 2021 there will be a requirement for approximately 2700 sqm at Wellingborough East and 1850 sqm at Wellingborough North.

9.0.10 The existing policy in the adopted Borough of Wellingborough Local Plan, which protects retail uses in local centres and in villages where there is already little shopping provision, will be continued. This must of course be subject to assessment of whether the retail use can be viable. Local centres are identified on the Proposals Map.
Preferred Option 21
Retail in Local Centres and Villages
Proposals for change of use from retail within either:
- a local centre; or
- a village with very little shopping provision

will not be permitted unless a retail use is proven to be unviable in this location.

Other Options Considered

9.0.11 The Plan could allocate new sites for retailing outside the town centre but it is likely that this could lead to a presumption that development outside the town centre should take place. Also, by identifying new sites, the potential of linked trips with existing retailing (which in turn supports public transport patronage) might be compromised.

9.0.12 The Plan could amend the existing hierarchy in order to introduce a district level shopping centre. There is, however, little justification for this, especially as it is likely that only a single district centre would be viable and this would merely act as a counterbalance to the town centre, possibly compromising the continued provision of local centres which better serve the demands of sustainability.

9.0.13 The Plan could similarly address the problem of retaining village shopping by concentrating retail development in villages performing a limited service centre role. No evidence is, however, available to suggest that this is a realistic possibility.

Midland Road

Background

9.0.14 Special consideration is given to Midland Road. This forms the direct link from the town centre area to the railway station. Beyond the limits of the town centre the predominant use is residential. Wellingborough does not at present fulfil an office employment role and substantial retail, housing and leisure uses are to be accommodated in the compact town centre (refer to the Town Centre Area Action Plan proposals). Consequently it is anticipated that a focus for new office employment will be around the station. Thus consideration should be given as to how to enhance the link between the town centre and the station both to enhance town centre vitality and to encourage the use of more sustainable modes of travel such as rail.
Proposals are being formulated to create a dedicated bus lane (one way) along Midland Road. To further encourage sustainable forms of transport, consideration has been given as to whether walking would be encouraged by establishing a number of retail “nodes” along the route. Whilst this may be an option, it will be important not to detract from the primacy of the town centre or to compromise the amenity of residential uses along the route.

Preferred Option 22

Midland Road

Development along Midland Road will remain primarily residential. Encouragement will, however, be given to the development of a single mixed use development on a site between Ranelagh Road and Elsdon / Senwick Roads for A3 (food and drink (catering)) uses together with small, predominantly convenience shopping units and office accommodation.

Other Options Considered

The Plan could have sought to allow town centre uses to spread along the length of Midland Road. This could, however, begin to detract from the vitality of the compact town centre and introduce widespread losses of amenity to surrounding residential properties as indicated by the sustainability appraisal for this option. Alternatively the Plan could simply have restricted any retail or similar development along the route. Whilst this may be the "safest" approach it does nothing to reflect the enhanced role that Midland Road could perform as the major link between the town centre and proposed development at the station.
10. Community and Leisure Facilities

Background

10.0.1 Community and leisure facilities, such as educational establishments, health and care provision, libraries, community centres, places of worship, cemeteries, sports halls and entertainment venues, are a valuable resource of major importance to the quality of life and vitality of local communities, often providing a focus for communities and their social activities and helping to create a sense of identity and belonging. In order to enhance the sustainability of settlements it is therefore of vital importance to ensure that facilities are provided in the most appropriate locations having regard to the settlement hierarchy referred to in Preferred Option 1 'Settlement Hierarchy'

10.0.2 The Community Plan indicates that a range of community infrastructure and facilities should be provided in accessible locations for all sectors of society. This aim is supported by the Core Spatial Strategy which promotes the retention of community facilities unless they are no longer needed by the community that they serve or for any other community use, or that they are relocated and improved to meet the needs of the new and existing community.

10.0.3 At the Issues and Options stage, consultation responses generally favoured the protection of existing facilities rather than other possible options of either permitting greater flexibility and changes in land use or of only protecting certain major community facilities identified on a Proposals Map.

10.0.4 In order to meet current deficits and additional demand over the Plan period provision will need to be made for additional community and leisure facilities. This will include provision that is required in association with the new housing developments proposed in the Plan. The precise location of any facilities that need to be accommodated on allocated sites will, however, be a matter of detailed design and will not therefore be addressed in the Plan. Such facilities may be provided through developer contributions (see section 17. 'Implementation and Monitoring').

10.1 Community Facilities

Health and Social Care

10.1.1 The trend in health and social care is to deliver services as near as possible to the patient’s home and reduce the time spent in hospital. A five year strategic plan, which covers the period to 2014, has been adopted by the Northamptonshire Teaching Primary Care Trust (PCT). This outlines some of the key strategic priorities for the delivery of health care provision. Whilst other areas of health care will expand in the future, the emphasis will be on new and expanded primary and community health and social care facilities.
10.1.2 The PCT is developing a plan for the partial redevelopment and expansion of facilities at the Isebrook Hospital in Wellingborough in order to create modern facilities across the site and provide land for further expansion in the future. This plan is likely to include a new outpatients department, dental departments, diagnostics departments (x-ray and pathology), a new main entrance and waiting areas, offices for integrated therapy teams and in-patient accommodation.

10.1.3 In addition, new health centre provision will be brought forward as part of the development of the urban extensions to the east and to the north west of the town. A requirement for further provision on the west side of the town has also been identified in order to meet the needs of the existing and proposed population in that area. Provision for this latter facility will be made as part of the proposed housing allocation at Park Farm Way/Shelley Road (see Preferred Option 61 'Park Farm Way/Shelley Road')

10.1.4 There are also plans for the relocation of Queensway medical practice following the need for a larger premises. The new practice will relocate from Olympic Way to the corner of Queensway and Penrith Drive and will house 17 consulting rooms, 2 trainee consulting rooms and 2 counselling rooms. A site has also been reserved on the previous swimming pool site on Croyland Road for medical facilities should this be required.

10.1.5 Within the rural area there is some capacity available within existing surgeries at Earls Barton, Finedon, Wollaston and Irchester which could be utilised if some additional growth was to take place in these locations.

Education and Training

10.1.6 Phased provision of primary and secondary school education along with early years and lifelong learning will need to be made to meet the demands associated with population growth. Northamptonshire County Council, as the local education authority, has identified a need for further secondary and primary school provision within the town of Wellingborough. Provision of a secondary school will be brought forward as part of the sustainable urban extension to the east of the town whilst new primary schools will be required in both of the urban extensions and within the proposed development at Park Farm Way/Shelley Rd. It is likely that this latter facility will, in part, be required to replace the existing primary school in Wilby.

10.1.7 There are two special schools currently in Wellingborough. There are no plans to extend these schools as the policy of the Education Authority is to include provision for children with special educational needs in units attached to mainstream schools.

10.1.8 Within the rural area there is spare capacity in the primary schools at Bozeat, Earls Barton, Ecton, Finedon, Irchester, Mears Ashby and Wollaston and these schools could therefore accommodate some additional pupils if necessary.

10.1.9 Further and higher education resources will need to be provided to serve the education and training needs of the population and to increase the skills and qualifications the workforce will need. The RSS indicates that such provision should be made in easily accessible locations.
In Wellingborough, the Tresham Institute has aspirations for a new development in the town centre which could be brought forward as part of the Town Centre Area Action Plan (www.wellingborough.gov.uk)

Cultural Provision

10.1.10 The Cultural Investment Plan for North Northamptonshire \(^{(1)}\) ‘outlines a set of strategic opportunities for embedding culture in the heart of planning and place-shaping in the sub region.’ The plan defines culture to include; the arts, museums and galleries, architecture and the built and historic environment and parks and open space including the open countryside. Many of these facilities are covered in the Town Centre Area Action Plan but contributions may be sought towards their provision where necessary.

Cemeteries

10.1.11 The need for additional cemetery space in the town will be met through continued use of the existing Doddington Road site and the additional provision of a burial site within the urban extension to the East of the town.

Facilities for the Provision of Emergency Services

10.1.12 Northamptonshire Police is currently working on an Estates Strategy to set out a broad direction of how the county will be policed in the future. Within Wellingborough this may include an Incident Resolution Team Base located on a strategic route within the town, several Safer Community Team (SCT) bases and drop in facilities for the SCTs within other community buildings and possibly within the town centre located with the council in a one stop shop facility. On-site provision of new police facilities which could be integrated with other facilities such as health care will be required within the urban extensions to the north west and east of the town and possibly in other housing developments of a significant scale such as Park Farm Way/Shelley Road.

10.1.13 The Fire and Rescue Service is also currently examining infrastructure requirements on a strategic scale and is reviewing its standards of operation which will help to determine any land-use requirements that are needed in order to meet the needs of the future population.

10.1.14 The Ambulance service currently works to a five year workforce development plan to ensure that the correct level of cover is provided for the Wellingborough area. There are plans for an increase in the number of fast response vehicles (FRV) which are then backed up by a double manned ambulance if required.

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\(^{(1)}\) A Cultural Investment Plan for North Northamptonshire - Draft Report October 2009
Rural Services

10.1.15 In the rural area a number of parish councils have advised of new facilities that they would wish to see provided in particular villages whilst several respondents put forward sites for housing development that could help to deliver opportunities for the provision of community facilities.

Preferred Option 23
Community Facilities

The Plan will require the provision of Community Facilities where a need has been identified. This may be through the provision of facilities on specific sites (as referred to in the individual policies in the Site Specific Chapter) or through developer contributions.

A North Northamptonshire Developer Contributions Supplementary Planning Document, which is in the course of preparation, will provide more specific guidance on the scope and cost of contributions.

The Borough Council will work in partnership with service providers in order to identify and accommodate their needs.

Other Options Considered

10.1.16 Policy 13 of the Core Spatial Strategy provides for the general retention of community facilities and it is therefore unnecessary to include a similar policy in the Plan. Whilst community facilities could be identified on the Proposals Map, this would not provide any greater protection than the policy in the Core Spatial Strategy. In addition, it would be difficult to maintain the currency of the Proposals Map as regular updating would be necessary following the completion of new facilities or where there was no longer a requirement to retain a particular facility.

10.2 Sports Facilities

Background

10.2.1 National Planning Policy on ‘Planning for Open Space, Sport and Recreation’ (PPG17) advises of the need to undertake local assessments in order to identify the scale of provision that should be made for those facilities which require large, bulky buildings and are intended to generate high levels of use such as swimming pools, indoor sports halls and community centres. A Sports Facilities Strategy has been undertaken by Nortoft consultants in order to assess the future needs of built facilities for sports and recreation as well as update the previous Playing Pitch Strategy within the Borough of Wellingborough. The sports strategy will help to
create policies which will meet national standards for sports facilities by providing for a need/shortage in various built facilities, improving the standards of existing facilities and setting standards for future facilities.

10.2.2 This plan will ensure that sufficient land is allocated to sport and active recreation uses and to generate funding from developer contributions. It will also aim to improve levels of fitness throughout the Borough and contribute towards the government’s national target to make 70% of the population active which has been introduced through the ‘National Game Plan: a strategy for delivering Government’s sport and physical activity.’ This outlines the Government’s long-term vision for increasing participation and high performance in sport.

10.2.3 Wellingborough currently has a population of approximately 76,000 of which the majority are middle aged. The Borough has a less active population than national average with more than 50% of the population taking no exercise. The strategy also aims to address this and this is supported by the Regional Spatial Strategy (RSS) with the aim;

10.2.4 ‘To improve the health of residents through access to leisure and recreation facilities. Adequate recreational space and other facilities should be provided in both urban and rural areas to serve both the existing and new populations.’

10.2.5 The Northamptonshire Local Area Agreement sets a target to increase participation in sports and active recreation in the Borough by 1% per annum.

10.2.6 A standard of 1.2km (approx 15 minute walking time) is proposed to ensure that there is sufficient local provision. With most people at the moment walking around 10 minutes to reach a sports pitch. In the first instance existing sports pitches should remain and improvements should be made where necessary. Single pitch sites in the town should be reviewed and either converted to mini pitches or informal open space at Croyland Park, Eastfield, Queensway and Castlefields. Where possible creation of a sports village should avoid the loss of existing sports pitches and encourage a travel time of no more than 15 minutes for existing and new sports pitches. (Sports facilities strategy).

10.2.7 The recommended local standards of provision per 1000 population for sports facilities are set out in the preferred option below, this includes the type of facility, its Hierarchy, location and target date for delivery. The hierarchy sets out the role of the facility, both satellite and hub facilities cater for local sports provision, strategic facilities cater for the wider area for competition and training and regional facilities cater for the wider region as well as the local area. Defining these facilities can help identify the level of contributions which would be appropriate for each facility.
Preferred Option 24

Sports Facilities

The recommended local standards of provision per 1000 population for sports facilities are set out below, this includes the type of facility, its Hierarchy, location and target date for delivery. The hierarchy can help identify the level of contributions which would be appropriate for each facility.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Per 1000 Population</th>
<th>Amount</th>
<th>Hierarchy</th>
<th>Location</th>
<th>When</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swimming pools</td>
<td>14 sq m water space</td>
<td>6 lane x25m pool plus teaching pool</td>
<td>Strategic</td>
<td>Sports Village</td>
<td>2021 to cater up to 2026</td>
</tr>
<tr>
<td>Sports Halls (3+ badminton court size)</td>
<td>0.28ha</td>
<td>6 court hall</td>
<td>Strategic</td>
<td>Sports Village</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 court hall</td>
<td>Hub</td>
<td>Secondary school East</td>
<td>2021</td>
</tr>
<tr>
<td>Synthetic Turf Pitch</td>
<td>0.05ha (located geographically away from each other to prevent overlap)</td>
<td>1 3G pitch</td>
<td>Strategic</td>
<td>Sports Village</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Sand based pitch</td>
<td>Hub</td>
<td>Proposed at a School site</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 other - either full size or 3 small sided</td>
<td>Satellite</td>
<td>School, club site or commercial development</td>
<td>2021</td>
</tr>
<tr>
<td>Grass playing pitches</td>
<td>0.9ha football playing fields (1.55ha)</td>
<td>8ha of playing field, with changing provision and car parking</td>
<td>Satellite</td>
<td>Wellingborough town (linked with Northern growth)</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10ha of playing field on 1 or 2 sites with changing provisions and car parking.</td>
<td>Satellite</td>
<td>East</td>
<td>2021</td>
</tr>
<tr>
<td>Cricket pitches</td>
<td>0.51ha (geographically located away from each other.)</td>
<td>1 Community cricket field 3ha with changing provisions and car parking.</td>
<td>Satellite</td>
<td>Wellingborough town (linked with Northern growth)</td>
<td>2021</td>
</tr>
<tr>
<td>Facility</td>
<td>Per 1000 Population</td>
<td>Amount</td>
<td>Hierarchy</td>
<td>Location</td>
<td>When</td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------------------</td>
<td>------------------------------------------------------------------------</td>
<td>-----------</td>
<td>-----------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>2 community cricket sites,</td>
<td></td>
<td>2 community cricket sites, with changing provisions and car parking.</td>
<td>Satellite</td>
<td>East (provided within 20 min walk)</td>
<td>2021</td>
</tr>
<tr>
<td>with changing provisions and</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>car parking.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rugby playing fields</td>
<td>0.14ha (1.55ha)</td>
<td>3 pitches plus grass training area with clubhouse and parking</td>
<td>Strategic</td>
<td>Edge of town (ideally East)</td>
<td>Up to 2026</td>
</tr>
<tr>
<td>Outdoor bowls green</td>
<td>0.10ha</td>
<td>4 greens with ancillary facilities</td>
<td>Satellite</td>
<td>Queensway/Brickhill, WEAST, West, Wollaston</td>
<td>2021</td>
</tr>
<tr>
<td>0.11ha</td>
<td>2 greens</td>
<td></td>
<td>Satellite</td>
<td>Area of further housing growth</td>
<td>2026</td>
</tr>
<tr>
<td>Indoor bowls rink</td>
<td>0.08ha</td>
<td>4-6 rink centre</td>
<td>-</td>
<td>-</td>
<td>Up to 2026</td>
</tr>
<tr>
<td>Indoor tennis courts</td>
<td>0.04ha</td>
<td>3-4 courts</td>
<td>Could be linked to outdoor tennis, small sided STPs and/or a gym.</td>
<td>Secondary school</td>
<td>2021-2026</td>
</tr>
<tr>
<td>Outdoor tennis courts</td>
<td>0.20ha</td>
<td>7 courts</td>
<td>Satellite</td>
<td>Secondary schools</td>
<td>2021-2026</td>
</tr>
<tr>
<td>0.20ha</td>
<td>4 courts</td>
<td></td>
<td>Satellite</td>
<td></td>
<td>2026</td>
</tr>
<tr>
<td>Athletics Track</td>
<td>N/A</td>
<td>Outdoor training facility</td>
<td>Satellite</td>
<td>School site.</td>
<td>Up to 2021</td>
</tr>
<tr>
<td>N/A</td>
<td>6 lane floodlit</td>
<td></td>
<td>Strategic</td>
<td>Sports village</td>
<td>From 2021</td>
</tr>
<tr>
<td>Golf</td>
<td>N/A</td>
<td>3 Standard 18 hole courses</td>
<td>-</td>
<td>Market driven</td>
<td>2021</td>
</tr>
<tr>
<td>N/A</td>
<td>26 Driving range bays</td>
<td></td>
<td>-</td>
<td>Market driven</td>
<td>2021</td>
</tr>
<tr>
<td>N/A</td>
<td>4 Driving range bays</td>
<td></td>
<td>-</td>
<td>Market driven</td>
<td>2026</td>
</tr>
</tbody>
</table>
Development should contribute towards the provision of sports facilities based on the standards set out above.

10.2.8 Need for other sports not mentioned above such as basketball and netball will be provided through the planned sports halls and tennis courts.

Other Options Considered

10.2.9 Not setting a standard for each sport. This however is not a viable option as would not be in accordance with National Planning Guidance PPG17.

Enabling and improving sports provision

10.2.10 The sports facilities study identifies various improvements which need to be made to existing sports facilities within the Borough, these are set out below:

- Improve walking and cycling network.
- Improve quality of village halls and community centres.
- Improve facilities at Redwell leisure centre including the cricket pitch, outdoor courts, bowling green and sports hall
- Improve community sports facilities at Wollaston school.
- Improve pitch and pavilions at key football sites within the town.
- Retain football pitch sites in village locations.
- Investigations into Cricket pitch quality is required to provide a cost list of improvements
- Investment in pitch and pavilion improvements at Wellingborough Rugby Club
- Refurbishment of Badminton courts at Wollaston school.

10.2.11 The Sports Facilities Strategy also highlights priorities for sports within the Borough:

- Extend the Earls Barton Football Club/Cricket Club site or relocate to a new site.
- Consider the need for and feasibility of developing a multi pitch football site in Irchester.
- To consider the development of a full size flood lit synthetic turf pitches at a school site, geographically away from their existing pitches.

10.2.12 Where there is evidence that sports uses are being sought/ provided within the Borough, Wellingborough Borough Council will seek to highlight this in order to gain funding towards sports provision either locally (Hub, Satellite) or within the wider area (strategic).
10.2.13 The Sports Facilities study highlights the need for the expansion of Earls Barton football club and cricket club. For a number of years the Parish Council has been active in bringing forward the expansion of football and cricket facilities within the village. In September 2008 consultants were commissioned to carry out a pitch needs assessment which highlights the need for:

- 2 mini pitches
- 4 junior pitches
- 2 senior pitches
- 2 cricket squares outdoor facilities
- Ancillary facilities

10.2.14 In order to reach higher competitive levels and enable promotion to the premier division for Football and Cricket in Earls Barton, both sports must be played on separate pitches and provided with adequate ancillary facilities. A planning application for new sports provision has recently been approved and the site is allocated on the Proposals Map.

10.2.15 Irchester has yet to fully investigate their need and formulate any proposals or plans.

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**Preferred Option 25**

**Enabling and improving sports provision**

The Borough Council will work with partners to help deliver sports facilities for the Borough.

The Plan will identify a site at Earls Barton for the provision of new sports facilities.

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**10.2.1 Sports Village**

**Background**

10.2.1.1 The Sports Facilities Strategy (2008) (4) highlighted the need for a sports village within Wellingborough to cater for sporting needs. The strategy set out the following requirements for the Sports Village:

- 6 lane x 25m swimming pool plus teaching pool;
- 6 badminton court sports hall;
- Full size 3rd Generation (3G) synthetic turf pitch.

10.2.1.2 Along with the main facilities above, the sports village should also provide:

- 50-100 station health and fitness suite;

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4 Nortoft, September 2008, Borough Council of Wellingborough Sports Facility Strategy: The provision of built facilities for sport and recreation within the borough
The Sports Facilities strategy also considered what the sporting needs might be beyond 2021. It is considered that the Sports Village should be planned to ensure that it could accommodate additional facilities post 2021 and up to at least 2026. This would put it in line with the emerging Core Spatial Strategy Review. Additional facilities that are likely to be required post 2021 include:

- A 6 lane floodlit synthetic athletics track;
- Grass pitches; and
- Possibly a 6 rink indoor bowls centre

A background paper (5) is available to explain the process the Council undertook in order to identify the best location for the Sports Village. The priorities for a site were that it should:

- Be within or adjacent to the town;
- Be of a suitable size to accommodate facilities up to 2026 (minimum of 6.12ha);
- Be in a prominent location on a key existing or proposed route so that it could be developed as a flagship site;
- Be accessible to the existing and planned population;
- Be outside of the 20 minute walking catchment of the existing swimming pool; and
- Not result in the loss of existing sports pitches.

The preferred location for the Sports Village is within the Sustainable Urban Extension East of Wellingborough, to the east of the site in the adopted local plan, which already has planning permission. This site is considered in more detail in Chapter 15 (see 15.1.1 'Wellingborough East').

### Preferred Option 26

**Sports Village**

The Plan will identify Wellingborough East Sustainable Urban Extension as the location for a Sport Village. The Sports Village should include the following facilities:

- 6 lane x 25m swimming pool plus teaching pool;
- 6 badminton court sports hall;
- Full size 3rd Generation (3G) synthetic turf pitch.
- 50-100 station health and fitness suite;
Community and Leisure Facilities

- dance/multi-purpose space/small hall;
- café;
- crèche; and
- Ancillary facilities (such as parking, landscaping and servicing)

Provision should also be made to accommodate the following additional facilities, if required between 2021 and 2026:

- A 6 lane floodlit synthetic athletics track;
- Grass pitches; and
- Possibly a 6 rink indoor bowls centre

Other Options Considered

10.2.1.6 The Background Paper identifies all the other sites which were considered. Initially 26 sites were considered as potential locations. This was narrowed down to the following 6 sites which were subject to more detailed investigation:

- South west of Wilby Way
- Park Farm Way/ Shelley Road
- Land west of Wellingborough, north of Wilby
- East of the local plan allocation of Wellingborough East
- Land between the A509 and the Finedon Road Industrial Estate
- Wellingborough North Sustainable Urban Extension

10.2.1.7 The sites were assessed using the sustainability objectives and the site within Wellingborough East was identified as the location which best met all of the requirements.

10.3 Parish Plans

Background

10.3.1 Parish Plans are “holistic” or comprehensive in scope. They should set out a vision for how the community wants to develop, and identify the action needed to achieve it. They can include everything that is relevant to the people who live and work in the community, from employment and playgrounds to the design of new buildings and protection of hedges and ponds. They can include any social, environmental or economic issues. They are usually prepared by or in association with the Parish Council.

10.3.2 The Government wants local communities to take more control of their own lives, to say what they want doing in their own neighbourhoods and to engage with other powers to get it done. Community involvement is a key principle of sustainable development. Parish Plans are an ideal mechanism to achieve these aims.
10.3.3 Whilst Parish Plans cannot override adopted planning policy, they can help to influence it. Where possible the existing Parish Plans have been used to inform the production of this Plan, they form part of the evidence base. These Parish Plans together with others that are prepared in the future may also provide important information to be taken into account when determining planning applications. In addition they may be useful in defining 'local needs' as referred to in Policy 1 of the Core Spatial Strategy.

Preferred Option 27

Parish Plans

Parish Plans will be regarded as material considerations in the determination of planning applications.

Proposals in Parish Plans will generally be supported unless they conflict with the overall strategy of the Plan.

Other Options Considered

10.3.4 There are two main alternatives. The first is to not specifically refer to Parish Plans within the Plan, but to use them as part of the evidence base of the Plan. The second is to either adopt the whole of the Parish Plans as Supplementary Planning Documents (SPDs) or those parts of the Parish Plans with a spatial dimension.

10.3.5 The first option would enable the existing Parish Plans to be taken into account, but would not be useful to those Parishes who are currently preparing their plans or who are likely to do so in the future. Whilst elements of the Parish Plans might still be considered as part of any future planning applications without specific mention in the plan, a specific reference in the plan is considered helpful in promoting the process and highlighting the importance to the development control process.

10.3.6 The second approach would be likely to be relatively resource intensive. Parish Plans are likely to vary greatly in content depending on the perceived issues for that area and much of the document is likely to be dealing with issues beyond the remit of the spatial planning process. Adopting only the relevant aspects of the plan might appear to be giving greater priority to these aspects. Additionally it is important that the Parish Plans are owned and adopted by the community, having parts of them adopted by the Borough Council might dilute that sense of ownership.
11. Delivering Housing

11.1 Identifying Sites for Housing Development

Background

11.1.1 A major function of the Plan is to identify sites to accommodate the scale of growth envisaged in the Core Spatial Strategy. Provision therefore needs to be made for approximately 11,590 new homes in the town of Wellingborough and 1,210 in the rural area of the Borough between 2001 and 2021.

11.1.2 This section sets out the proposals for housing allocations and briefly explains the reasons why particular sites have been selected. The preferred sites are shown on the Proposals Map whilst key development principles applicable to specific sites are explained in section 15. 'Town Site Specific Proposals' and section 16. 'Rural Site Specific Proposals'. Consultation on the preferred options document provides an opportunity to comment on these sites and to bring to the attention of the Borough Council any additional or alternative sites where these are compatible with the framework set out in the Core Spatial Strategy and the rural settlement hierarchy outlined in section 3. 'The Settlement Hierarchy' of this document.

11.1.3 The Core Spatial Strategy supports the use of a sequential approach when identifying sites for housing, giving priority to the reuse of previously developed land and buildings within urban areas followed by other suitable land in urban areas and finally suitable sites adjacent to urban areas. In allocating appropriate sites, preference should be given to locations that are accessible by a choice of means of travel. Development that needs to be accommodated adjacent to the growth town of Wellingborough will be located in two major urban extensions to the east and to the north-west of the town. The precise scale of development and area of land to be allocated in each of these urban extensions is a matter for consideration as part of the Plan.

11.1.4 PPS3 (Housing) indicates the need for local planning authorities to undertake a Strategic Housing Land Availability Assessment (SHLAA) in order to identify sufficient land for housing. The North Northamptonshire SHLAA, which examines potential supply from a range of settlements and planned urban extensions over a 20 year period, forms a starting point for the consideration of which sites to bring forward as allocations in the Plan. Detailed assessments of the sites in the SHLAA, and of a small number of additional sites that have emerged since the SHLAA was published, have been undertaken by the Borough Council in order to provide a systematic and transparent comparison of potential development sites and enable the identification of preferred sites for allocation in the Plan. The methodology and assessments are available in two background documents - (1)

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(1) Wellingborough Town Housing Allocations Methodology and Site Selection (2009) and Wellingborough Rural Housing Allocations Methodology and Site Selection (2009)
11.1.5 Given that not every potential site may have been included in the assessment, any additional sites above the threshold of 0.25 hectares which may come forward for consideration as part of the consultation on the Preferred Options document will be separately assessed on the same basis as those that have already been identified.

### 11.1.1 Urban Housing Provision

11.1.1.1 The preferred sites and the scale of development to be accommodated on them are set out in Table 11.1 and Table 11.2 (below).

<table>
<thead>
<tr>
<th>Plan requirement 2001-2021</th>
<th>11,590</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions (2001 to 2009)</td>
<td>1,955</td>
</tr>
</tbody>
</table>

Existing commitments:

- Stanton Cross urban extension | 3,100 |
- Town Centre Area Action Plan allocations\(^{(i)}\) | 857 |
- Other dwellings with planning permission at April 2009 | 372 |

Residual requirement | 5,306 |

Preferred sites:

- Wellingborough North urban extension | 3,110 |
- Stanton Cross urban extension - additional capacity \(^{(ii)}\) | 330 |
- Park Farm Way/Shelley Road | 700 |
- East of Eastfield Road | 500 |
- Land between Finedon Road and Nest Lane | 250 |
- Bourton Way | 60 |
- Chester Road | 175 |
- Windsor Road | 90 |
- Hardwick Park | 30 |
- Doddington Road/Spur Road | 35 |
Table 11.1 Urban Housing Provision

<table>
<thead>
<tr>
<th>Site</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midland Road</td>
<td>15</td>
</tr>
<tr>
<td>Croyland Road (part of former swimming pool site)</td>
<td>10</td>
</tr>
<tr>
<td>Preferred sites total</td>
<td>5,305</td>
</tr>
</tbody>
</table>

Other Options Considered

11.1.1.2 Other options have been considered as part of the housing assessment referred to above. The preferred sites, however, accord with the sequential approach advocated in PPS3 (Housing) of giving priority to the reuse of previously developed land and buildings within urban areas followed by other suitable land in urban areas and finally suitable sites adjacent to urban areas. The CSS further clarifies that development adjacent to the town of Wellingborough should be provided for in two major urban extensions to the east and to the north-west of the town.

11.1.2 Rural Housing Provision

11.1.2.1 The preferred sites and the scale of development to be accommodated on them are set out in Table 11.2 (below). The location of these sites and the other options that have been considered are included in the Wellingborough Rural Housing Allocation Methodology and Site Selection (2009) background document.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Requirement 2001- 2021</td>
<td>1210</td>
</tr>
<tr>
<td>Completions (2001 - 2009)</td>
<td>734</td>
</tr>
</tbody>
</table>
The preferred sites have been selected in accordance with the sequential test set out in the CSS, which gives priority to the use of previously developed land and buildings within the villages, followed by other suitable land within the villages and, finally, suitable sites adjoining the settlements. The preferred sites are, with the exception of land at Irchester, on previously developed land or within the confines of the village.

The estimated capacity of the preferred sites on previously developed land or within the confines of the village, together with existing completions and commitments, results in the need to allocate land for a further 100 dwellings in the Limited Service Role Villages of Earls Barton, Finedon, Irchester and Wollaston. Assessments in the Wellingborough Rural Housing Allocations Methodology and Site Selection (2009) background document indicate that the highest ranking greenfield sites have similar sustainability ratings and are predominantly located at either Earls Barton or Irchester.

Allocating a single greenfield site to deliver the remaining 100 dwellings is likely to provide a greater opportunity to secure community benefits than could be achieved by pursuing a policy of allocating two or more smaller sites. Given that the highest ranking sites have similar
sustainability ratings, the Borough Council has given consideration to the following needs identified by the Parish Councils and housing needs surveys for Earls Barton, Finedon and Irchester:

- Earls Barton – A sports and leisure facility, 40 affordable housing units and more designated cycle routes. In order to meet the need for sports facilities, Earls Barton Parish Council has submitted a planning application for pitch provision which has been granted consent;
- Finedon – A new Scout hut to replace the existing and an unmet affordable housing requirement for 6 bungalows;
- Irchester – A sports field and recreation centre, a larger village hall, children and youth amenity areas, a new doctors surgery and an unmet affordable housing requirement of 4 bungalows and 2 houses; and
- Wollaston – Improvements to the children’s playing field and a larger doctors surgery and primary school. The current need for affordable housing in Wollaston has yet to be assessed.

11.1.2.5 As housing surveys indicate the position at a particular point in time, there is the possibility that the need will have changed. There are currently 109 applicants on the Council's Housing Needs Register who have a local connection to Irchester by virtue of current or former residence, close family ties or employment. This is the highest of all the villages and compares with Earls Barton at 107, Finedon at 86, Wollaston at 79 and Bozeat at 60.

11.1.2.6 In addition, an assessment has been undertaken of the number of completions, existing commitments and, in respect of Earls Barton, Finedon and Wollaston, the capacity of the preferred sites. Table 11.3, below, indicates that the scale of growth in Irchester is significantly lower than in the other villages where the preferred sites should provide opportunities to provide and/or contribute towards identified needs.

<table>
<thead>
<tr>
<th></th>
<th>Earls Barton</th>
<th>Finedon</th>
<th>Irchester</th>
<th>Wollaston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions 2001/2009</td>
<td>116</td>
<td>166</td>
<td>64</td>
<td>177</td>
</tr>
<tr>
<td>Outstanding Planning Permissions</td>
<td>14</td>
<td>53</td>
<td>14</td>
<td>36</td>
</tr>
<tr>
<td>Preferred Sites</td>
<td>53</td>
<td>103</td>
<td>0</td>
<td>55</td>
</tr>
<tr>
<td>Total</td>
<td>183</td>
<td>322</td>
<td>88</td>
<td>268</td>
</tr>
</tbody>
</table>

Table 11.3 Housing Development in Limited Service Role Villages

11.1.2.7 Taking account of the factors set out in paragraphs 11.1.2.2 to 11.1.2.6, the most appropriate location for the allocation of a greenfield site would be at Irchester, where sites have been put forward for development of sufficient size to provide for 100 dwellings and some
of the existing community and sports need. The sustainability matrix indicates that the highest ranking sites of sufficient size are located on the south side of the village to the east of Wollaston Road and to the east and west of Farndish Road. The location of these sites is shown on Figure 11.1 'Potential Housing Sites in Irchester'

![Figure 11.1 Potential Housing Sites in Irchester](image)

Figure 11.1 Potential Housing Sites in Irchester

**11.1.2.8** As each of these sites achieved a similar score in terms of their sustainability, the Borough Council would welcome representations which help it to determine the preferred site from those listed in Preferred Option 29. As part of the consultation, discussions will also take place with land owners, sports clubs, the Parish Council and service providers in order to determine the nature and scale of provision to be accommodated.
Preferred Option 29

Irchester

The Plan will allocate land at Irchester for a mixed-use development to provide for village sports and community facilities and approximately 100 dwellings on one of the following sites shown in Figure 11.1 'Potential Housing Sites in Irchester'

Site A. Land east of Wollaston Road;
Site B. Land west of Farndish Road; or
Site C. Land east of Farndish Road.

Preferred Option 30

Preferred Rural Housing Sites

The preferred sites, indicated in Table 11.2, are shown on the Proposals Map. These sites will provide for the scale of residential development indicated in the table together with other uses or provisions where specified in the site allocation policies in Section 16. 'Rural Site Specific Proposals'.

Other Options Considered

11.1.2.9 Sites put forward for development have been carefully assessed. The preferred sites, however, accord with the approach in Preferred Option 1 'Settlement Hierarchy' of directing the majority of rural development towards the Limited Service Role Villages. In accordance with the sequential approach advocated in PPS3 (Housing), priority has been given to the reuse of previously developed land and buildings within these villages followed by other suitable land in these settlements and finally, based on the evidence in the background paper, the allocation of the most suitable sites adjacent to these villages

2 Wellingborough Rural Housing Allocations Methodology and Site Selection (2009)
11.2 Managing the Release of Housing Sites

The Housing Trajectory

11.2.1 The housing trajectory in Appendix D. ‘Housing Trajectory’ illustrates when, within the Plan period, each of the housing allocations is expected to be developed. The trajectory incorporates the number of dwellings that have already been completed since the start of the Plan period and the number of dwellings which, at April 2009, had planning permission but had not yet been built. The sustainable urban extensions to the east and to the north of the town will provide approximately 45% of new housing within the Borough and are therefore critical to the delivery of the Plan. The economic downturn and uncertainties over infrastructure provision have, however, delayed the commencement of these and other, smaller housing sites. Accordingly, the trajectory indicates that growth is anticipated to be below the average annual rates in the CSS until development at both urban extensions is successfully established.

11.2.2 The need to recycle urban land is a Government priority and local planning authorities are required to contribute towards the national and regional annual targets of 60% of new homes on previously developed (brownfield) land. Wellingborough, however, has a limited supply of such sites and the CSS therefore indicates that 20 – 30% is a more realistic figure to be achieved across the Borough during the Plan period. In addition, Government policy (PPS3) indicates that a previously developed land trajectory should be included within the Plan. Table 11.3 includes the brownfield sites that form part of the housing trajectory together with the number of dwellings on previously developed land that have either been completed on previously developed land since the start of the Plan period or which, at April 2009, had planning permission but had not yet been built. In total, these sites are expected to deliver over 4000 dwellings or approximately 33% of the 12800 dwellings to be provided for as part of the Plan.

Preferred Option 31

Previously Developed Land

Priority will be given to the identification of previously developed land in determining preferred sites for allocation. Table 11.3, below, indicates how the sites included in the housing trajectory will contribute towards the achievement of the previously developed land target in the CSS. The preferred strategy is to deliver brownfield sites and greenfield allocations in parallel.

<table>
<thead>
<tr>
<th>Description</th>
<th>2001/21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions 2001 - 2009</td>
<td>2052</td>
</tr>
<tr>
<td>Large sites (10+) with planning permission April 09</td>
<td>179</td>
</tr>
<tr>
<td>Small sites (&lt; 10) with planning permission April 09</td>
<td>267</td>
</tr>
</tbody>
</table>
### Table 11.4 Housing Development on Previously Developed Land

<table>
<thead>
<tr>
<th>Location</th>
<th>2001/21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wellingborough Town Centre</td>
<td>857</td>
</tr>
<tr>
<td>East of Eastfield Rd, Wellingborough</td>
<td>500</td>
</tr>
<tr>
<td>Chester Road, Wellingborough</td>
<td>175</td>
</tr>
<tr>
<td>Doddington Road/Spur Road, Wellingborough</td>
<td>35</td>
</tr>
<tr>
<td>Midland Rd, Wellingborough</td>
<td>15</td>
</tr>
<tr>
<td>Croyland Rd, Wellingborough</td>
<td>10</td>
</tr>
<tr>
<td>Thrapston Road, Finedon</td>
<td>30</td>
</tr>
<tr>
<td>Milner Road, Finedon</td>
<td>45</td>
</tr>
<tr>
<td>Townside Farm, Finedon</td>
<td>25</td>
</tr>
<tr>
<td>Station Rd, Earls Barton</td>
<td>40</td>
</tr>
<tr>
<td>High Street, Wollaston</td>
<td>55</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4285</strong></td>
</tr>
</tbody>
</table>

### Other Options Considered

#### 11.2.3 A phasing policy that seeks the development of previously-developed land in advance of housing allocations on greenfield sites could be considered. Such a strategy may, however, delay development on greenfield sites that do not have planning permission and would thereby adversely affect the delivery of the scale of housing provision in the Plan.

#### 11.2.4 Whilst greenfield sites are generally easier to bring forward for development, a significantly greater reliance on such sites as part of the Plan would not deliver the previously developed land target of 20 – 30% in the CSS.

### Implementation Strategy

#### 11.2.5 Government policy encourages local planning authorities to include an implementation strategy that describes the approach to monitoring and managing the delivery of the housing and previously developed land targets and trajectories. As part of the strategy a risk assessment of obstacles and constraints to housing delivery should inform the development of the management strategy.

#### 11.2.6 Potential constraints to delivery at the present time include:
Reduced purchasing power of potential house buyers resulting in low sales levels and a consequent reduction in housing construction and house building capacity;

More onerous terms for money supply to finance new house building;

A possible reduction in land supply as owners retain land in the hope of improved values and profits once there is a recovery in the housing market;

Developers/land owners are unable to finance the costs of infrastructure;

Insufficient public sector funding to provide for the shortfall in infrastructure provision;

A potential lag in development following a recovery in market conditions as a result of a reluctance to invest in the preparation and submission of planning applications.

Preferred Option 32

Implementation Strategy

Progress in actual housing provision against the trajectory will be monitored and the results will be published in the Annual Monitoring Report. This will include information on completions and new permissions and will update the Strategic Housing Land Availability Assessment (SHLAA) in order to provide an early indication of new, emerging sites that offer potential to contribute to housing supply, and of any changes to the timing of development on sites in the Plan.

In order to inform the implementation strategy a risk assessment of obstacles and constraints to housing delivery will be undertaken. The risks to future continuing housing supply will, however, change over time and the risk assessment will therefore be updated as part of the Annual Monitoring Report. The involvement of key stakeholders, including developers and land owners, will form an important part of this process.

Where the Annual Monitoring Report indicates that the number of completions are significantly below the rate of growth anticipated in the trajectory, the Borough Council will need to consider what management actions need to be taken.

Key management actions that may help to address any significant shortfall in housing provision include the following:

- partnership working with North Northamptonshire Development Company, landowners, developers and other partners to overcome constraints to delivery;
- a review of the Strategic Housing Land Availability Assessment and the Plan in order to bring forward suitable, additional sites for housing; and
- the use of compulsory purchase powers, as a last resort, to bring forward sites for development.
- In addition, the CSS indicates that if, despite best endeavours, either of the sustainable urban extensions does not come forward for development, the CSS will be reviewed.
Other Options Considered

11.2.7  The inclusion of an implementation strategy is a requirement of PPS3 (Housing) and other options have not therefore been considered.

11.3 Sustainable Housing Provision

Background

11.3.1  The Government’s key housing policy goal is to ensure that everyone has the opportunity of living in a decent home which they can afford and in a sustainable, inclusive, mixed community where they want to live. Key characteristics of a mixed community include the provision of a variety of housing, particularly in terms of tenure and price, for a wide range of household types including families with children, single person households and the elderly. Accordingly, local planning authorities should plan for a mix of housing on the basis of the different types of households that are likely to require housing over the Plan period.

11.3.2  A Strategic Housing Market Assessment (SHMA) has been prepared for North Northamptonshire. This provides the basis for the Local Development Framework to specify:

- The profile of household types requiring market housing;
- The proportion of households that require market and affordable housing;
- The size and type of affordable housing required; and
- Affordable housing targets and thresholds.

Market Housing

11.3.3  The recommendation in the SHMA is that the overall need for market housing is predominantly (two thirds) for 4-bed properties, with the remainder consisting of a mix of 1 and 2 - bed types. Whilst the largest level of demand is for 3-bed dwellings, the level of supply is even greater, leading to a net surplus in this size category. This is not to say that 3 bed dwellings would fail to sell and should never be built. It would, however, be correct to say that there is no overall market need to build them. In addition, there is a large ‘rent/buy’ gap which, in part, could be filled by low cost market housing which should, by covenant, be restricted to a discount of 30% below the equivalent full market value.

Affordable Housing

11.3.4  The Core Spatial Strategy, based on evidence in the SHMA, stipulates that 30% of new housing during the period 2006 - 2011 should be ‘affordable’. This is defined as either social rented housing or intermediate housing made available at below entry market levels. Social rented housing is normally provided by Registered Social Landlords at specified rents whereas intermediate housing is made available to rent or buy at a cost between social rented and market entry prices or rents.

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3  North Northamptonshire Strategic Housing Market Assessment - Fordham Research (2007)
11.3.5 The SHMA includes a recommendation that 25% of new housing should be social rented whilst a further 5% should be intermediate housing. Shared ownership, which is generally regarded as a form of intermediate housing is, however, normally at or above the market rented price in Wellingborough and will therefore meet the need for intermediate housing, although it could contribute towards the provision of low cost market housing (see 11.3.3, above). New variants that people will want to pay more than a social rent to access, but which is not beyond their means, will therefore need to be developed. In this regard, it is estimated that at the mid point between social rented and market rented housing (£82/week in 2006 for a 2-bed property) the cost would only be affordable by one third of those in need of intermediate housing. The size mix of the affordable housing should be predominantly 1 and 2 bedroom types (32% and 42% respectively) whilst the need for 3 and 4 bedroom properties is estimated at 9% and 17% respectively.

11.3.6 The SHMA, however, indicates that large new developments do not contain the range of lower priced, second hand, housing types that are typically found within established, older urban communities and which therefore form part of the context for smaller infill developments. In addition, evidence suggests that smaller proportions of in-migrants require affordable housing. As a consequence, the recommendation in the SHMA is that large developments in excess of 50 dwellings, the affordable housing target should be reduced to 20% (split 13% social rented and 7% intermediate) whilst 15% of the market housing should be low cost (see paragraph 11.3.3).

11.3.7 The Plan is required to set out the range of circumstances in which affordable housing will be required. A national indicative minimum threshold of 15 dwellings is stipulated in PPS3 (Housing), although Government policy enables lower thresholds to be set, where viable and practicable. A recommendation in the SHMA is that provision should be made for affordable housing on sites of 15 or more dwellings in the urban area and 3 or more dwellings in the rural area, where opportunities for delivering affordable housing are more limited. In order to build communities that are more sustainable, measures should be taken to ensure that homes of different tenures are both integrated and visually indistinguishable from one another.

11.3.8 Where an identified need for local affordable housing in the rural area cannot be met by applying targets to market housing sites, the Core Spatial Strategy indicates that it may be necessary to make an exception to normal policy or to allocate sites solely for affordable housing. The existing Local Plan includes such a 'rural exceptions’ sites policy which enables affordable housing to be built on small sites where planning permission would not normally be granted, provided that the proposal is intended to meet an identified local need. The relatively recent adoption of a more pro-active approach towards the implementation of this policy is beginning to secure the provision of rural affordable housing. A site has been developed in Bozeat and planning permission has been granted for a scheme at Little Harrowden.

11.3.9 In response to earlier consultation, however, it was suggested that land owners would be resistant to the other option of allocating sites solely for affordable housing, particularly where the land was within the confines of the village and the allocation would be likely to deny the
owner the opportunity to benefit from its sale for market housing. In such circumstances it could therefore prove necessary to use compulsory purchase powers to secure the land for affordable housing.

11.3.10 A measure of consultation has also been undertaken in order to gauge opinion as to whether affordable housing should be provided not only in the larger rural settlements but also in those smaller villages that have few facilities. Feedback suggests that provision in these smaller settlements would help to maintain or enhance sustainability by enabling informal social networks (providing, for example, family support for the elderly and the young) to prosper.

11.3.11 A further suggestion made in response to consultation was that the provision of new affordable housing should be supplemented with investment in the existing housing stock in order to create balanced and sustainable communities. The HMA, however, recommends that, in accordance with PPS3, affordable housing should normally be sought through on-site provision. Other funds exist to target activity towards market pressures to improve existing housing stock and need not utilise funds required to deliver new affordable housing.

11.3.12 National planning policy (PPS3: Housing) indicates that the proposed mix of housing on large strategic sites should reflect the proportions of households that require market or affordable housing and achieve a mix of households as well as a mix of tenure and price. For smaller sites, the mix of housing should contribute to the creation of mixed communities having regard to the proportions of households that require market or affordable housing and the existing mix of housing in the locality.

Wheelchair Housing

11.3.13 The CSS requires new dwellings to be capable of being adapted to meet the needs of all people in line with the ‘Lifetime Homes’ standard. Whilst the application of this standard offers the opportunity for many people with an impairment to remain in their home, it does not provide the ideal space requirements that a wheelchair user needs, for example, in bathrooms, kitchens and in order to store equipment. The SHMA therefore recommends that 5% of housing on sites over 15 dwellings should be designed as wheelchair accessible(4)

11.3.14 In order to deliver the creation of mixed and inclusive communities, the Plan will contain policies that address the provision of a suitable mix of housing, as follows:

Preferred Option 33

Market Housing

On sites of 50 or more dwellings, provision should be made for:

A. a relatively even mix of 2, 3 and 4-bed open market properties; and
B. 15% of the open market housing to be low cost and restricted by covenant to a discount of 30% below the equivalent full market value.

Other options considered

11.3.15 The preferred option reflects the evidence and recommendations in the SHMA and other options have not therefore been considered.

Preferred Option 34

Wheelchair Housing

On housing developments of 15 or more dwellings (or sites of 0.4ha or more), 5% of the units should be wheelchair accessible. This percentage should be applied to both market and affordable housing and should consist of an agreed mix of dwelling sizes evenly distributed throughout the development.

Other Options considered

11.3.16 The preferred option reflects the evidence in the SHMA and no other options have therefore been considered.

Preferred Option 35

Affordable Housing

The Borough Council will seek to negotiate for on-site provision of:

A. 30% affordable housing on developments of 15 to 49 dwellings (or sites of 0.4ha to 1.4ha in size) and 20% on sites of 50 or more dwellings (or sites in excess of 1.4ha in size) within the town boundary; and
B. 30% affordable housing on developments of 3 to 49 dwellings (or sites of 0.1ha to 1.4ha in size) and 20% on sites of 50 or more dwellings (or sites in excess of 1.4ha in size) in the rural area.
C. The 30% target will consist of 25% social rented housing and 5% intermediate housing; and
D. The 20% target will consist of 13% social rented housing and 7% intermediate housing.
E. The mix, size, type and tenure of affordable homes will be periodically updated in response to village housing needs surveys and updated assessments.
F. In all instances, the finally agreed percentage and mix of affordable housing will depend upon specific site viability. Public subsidy will be sought in order to ensure that, wherever
possible, the scale of affordable housing provision is at or near the target level for individual sites.\(^6\)

G. To build communities that are more sustainable, homes of different tenures should be both integrated and visually indistinguishable from one another. The affordable housing must therefore be provided either as individual units scattered throughout the development or else in small clusters.

H. In the absence of more up to date information on local housing needs the development should include:

- 25% social rented housing and 5% intermediate housing on sites where the target for affordable housing is 30%;
- 13% social rented housing and 7% intermediate housing on sites where the target for affordable housing is 20%;
- A mix of affordable housing, though predominantly 1 and 2 bedroom types.

**Other options considered**

**11.3.17** The Plan could continue to apply the existing triggers in the Local Plan whereby affordable housing is sought on sites of 15 or more dwellings in villages with a population of 3000 or less and on sites of 25 or more elsewhere. Viability issues are, however, making the delivery of the affordable housing target of 30% in the CSS extremely challenging at the present time and provision of affordable housing on a greater number of sites would assist in delivering more affordable housing. In addition, very few sites in the rural area of a size above the existing trigger have come forward for development.

**11.3.18** Setting thresholds at a lower level would be unlikely to strike an appropriate balance between the need to provide affordable housing whilst ensuring that a development will be economically viable and is therefore likely to proceed.

**Preferred Option 36**

**Rural Exception Sites**

A ‘rural housing exception sites’ policy will be included in the Plan in order to enable affordable housing to be built in or on the edge of villages on sites where planning permission would not normally be granted. Development on such sites must be:

A. Solely intended and able to meet an identified local need for affordable housing as identified through a village survey;
B. Subject to an agreement which ensures that the housing remains affordable not only for the initial tenants but also for second and subsequent occupiers; and
C. Of a small scale.

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\(^5\) Further work is to be commissioned in order to test the impact of affordable housing requirements upon the viability of housing sites prior to submission of the Plan.
Preferred Option 37

Rural Affordable Housing

All affordable dwellings provided within the rural area, including those on rural exception sites or as part of open market developments, will be allocated to persons with a genuine need for affordable housing in the following descending order of priority:

1. Existing residents (and their dependants) who have lived for a year or more in the parish or an adjoining parish and are in need of separate accommodation with priority given to those who have been resident the longest. This group may include those living in overcrowded or otherwise unsatisfactory accommodation, those forming a new family or leaving the parental home for the first time, and retired or disabled persons requiring sheltered or specialised accommodation.

2. Persons with a strong local connection with the parish such as those who need to provide or receive a substantial degree of care and support from a close relative or has permanent employment in the parish.

3. Where a person meeting the above criteria cannot be identified then a tenant will be nominated by the Borough Council. If, however, the vacancy cannot be filled within a period of six weeks the dwelling may be allocated by the landlord to any person considered to be in need of accommodation with preference to those resident with the Borough.

Other Options Considered

11.3.19 Sites could be allocated solely for affordable housing. This, however, would not necessarily increase the supply of such housing since allocation would affect land values and impact on the willingness of the land owner to release the site for development.

11.3.20 The omission of a rural exceptions policy in the Plan could be considered. The Borough Council, in partnership with Northamptonshire Rural Housing Association and Parish Councils’ is, however, now achieving some success in bringing forward such sites for affordable housing in order to meet an identified local need. The inclusion of a rural exceptions policy is therefore considered to be essential to the delivery of affordable housing.

11.4 Density, Infill and Backland Development

Background

11.4.1 National Planning Policy (PPS3: Housing) encourages the efficient use of land, which is a scarce resource. The Core Spatial Strategy therefore sets an overall minimum density of 35 dwellings per hectare within the sustainable urban extensions to the town. Developments of a relatively high density can help to create vibrant neighbourhoods capable of supporting services such as local shops, transport and community facilities and the Core Spatial Strategy
therefore indicates that high density development should be directed to locations most accessible on foot, cycle and public transport. In recent years, the Borough Council has undertaken consultation on the preparation of Supplementary Planning Guidance documents relating to the proposed development at Wellingborough East. These documents, which have subsequently been adopted by the Borough Council, indicate support for higher density development around the neighbourhood centre and in the vicinity of the railway station.

11.4.2 Within the existing built up areas of the town and villages, proposals continue to come forward for housing on infill plots and backland areas as well as through the conversion or redevelopment of redundant buildings. ‘Infilling’ is defined as the filling of a small gap in an otherwise built up frontage whilst the term ‘backland development’ refers to housing on land to the rear of existing or proposed development. In many instances, proposals of this nature have been judged acceptable in the past. Such sites, however, are of various sizes and have different characteristics. In addition, the character of development surrounding different sites may well vary in terms of density, layout, design and materials. For neighbouring residents, proposals may also give rise to concerns about the impact of the development on traffic, local services and facilities, and residential amenity such as privacy and daylight.

11.4.3 The local character and distinctiveness of an area can be important elements in determining why people choose to live where they do. In some parts of the borough, proposals for incremental and piecemeal intensification can threaten areas of low density and mature landscape. In recognition of such considerations, PPS3 indicates that the distinctive features that define the character of an area must be properly considered. Similarly, whilst the Core Spatial Strategy encourages the efficient use of land it too indicates that proposals should not detract from the traditional streetscape and built form where this is worthy of safeguarding. Intensive development is not therefore always appropriate and careful attention to design will be particularly important where intensification of the existing urban fabric is proposed.

**Preferred Option 38**

**Density, Infill and Backland Development**

In order to optimise the use of land, the Plan will indicate that the overall density of development on any site will not normally be less than 35dph net. This density would be compatible with that prescribed in the Core Spatial Strategy for the sustainable urban extensions and in the current Local Plan.

In the most accessible locations, including proposed neighbourhood centres and in proximity to both the railway station and existing and proposed transport corridors in the town, the density of development will not normally be less than 50 dph net except where the traditional streetscape and built form of development is worthy of safeguarding and the proposal would be incompatible with this objective.
A lower density than 35dph will be required on sites where the local character and distinctiveness of the area is worthy of retention and the proposed development is of a density that would threaten these qualities.

In all instances, the precise density will, however, be further determined by the immediate context of the site, identified constraints, the mix of development proposed and the need to provide an appropriate range of house types and sizes to meet the community’s needs.

Other Options Considered

11.4.4 The Plan could include one broad density range for all developments, regardless of location. This approach would, however, be less sensitive than the preferred option which takes account of the location and character of the site and the character of the surrounding area.

11.4.5 The Plan could include an average density that differed from the preferred option of 35 dph. It is, however, considered that the proposed figure provides an appropriate balance between the desirability of using land efficiently and maintaining the distinctive character of an area where this is worthy of safeguarding.

11.4.6 The Plan could identify on the Proposals Map those areas where the distinctive quality of the environment would justify a density lower than 35 dwellings per hectare. This, however, would be a particularly resource intensive approach.

11.5 Gypsies Travellers and Travelling Showpeople

Background

11.5.1 Government policy set out in PPS3 (Housing) and Circular 01/2006 (Planning for Gypsy and Traveller Caravan Sites) emphasises the importance of assessing the accommodation needs of Gypsies, Travellers and Travelling Showpeople and of putting in place plans that will meet the identified scale and nature of need.

11.5.2 Policy 16 of the East Midlands Regional Plan indicates that, during the period between 2007 and 2012, land should be identified for a minimum of 16 additional pitches within the Borough, including 2 transit pitches, for Gypsies and Travellers. A ‘pitch’ is defined as an area of a site developed to accommodate a family unit. On socially rented sites this is the area let to a licensee or a tenant for stationing caravans and other vehicles. The scale of growth identified in the East Midlands Regional Plan is derived from a Gypsy and Traveller Accommodation Assessment (GTAA), commissioned by the local authorities across Northamptonshire, which has quantified need within the Borough up to 2017.
11.5.3 The GTAA has also assessed the need for plots to accommodate Travelling Showpeople. A plot includes space for both residential accommodation and commercial equipment. Provision needs to be made for 2 additional plots by 2021 provided that existing sites are retained.

11.5.4 Whilst the results of the GTAA inform the scale of provision that is likely to be required, Policy 17 of the Core Spatial Strategy lists the criteria to be used to guide the allocation of sites for Gypsies, Travellers and Travelling Showpeople.

Gypsies and Travellers

11.5.5 The following table, derived from the figures in the East Midlands Regional Plan and the GTAA, indicates that at the base date of 2007 there were 24 authorised permanent pitches in the Borough and a requirement for a further 20 permanent pitches and 2 transit pitches.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorised developments</td>
<td>24</td>
<td>14</td>
<td>6</td>
<td>20</td>
<td>44</td>
</tr>
</tbody>
</table>

Table 11.5 Gypsy and Traveller Permanent Pitches in the Borough

11.5.6 There is another authorised site for permanent pitches, located at Kangaroo Spinney, Wellingborough, which can accommodate 23 pitches but is currently in need of total refurbishment and is closed pending consideration of its future by the County Council, which owns the site. This site has not been included in the above table, although its reinstatement would play a major part in meeting the scale of identified need. Since the GTAA was completed, planning permission has also been granted for a site at Grendon Rd, Earls Barton, which accommodates 6 pitches but has additional capacity, subject to any limitations imposed by a site licence. In addition, planning permission has been granted to enable the relocation of an unauthorised family encampment away from land required for a new road in Paterson Road, Wellingborough.

11.5.7 Affordability issues mean that approximately 90% of need is for social rented sector provision. Many residents interviewed as part of the GTAA expressed concerns about management of sites by third parties which they felt had led to the allocation of vacant pitches on the basis of personal preference rather than need. The preferred size for permanent residential sites is 11 – 15 pitches, which tend to have fewer interfamily tensions and are therefore easier to manage. Based on the pattern of unauthorised encampments, the GTAA indicates that need would best be met in the vicinity of Wellingborough town.

11.5.8 To further reduce the number of unauthorised encampments, the GTAA identified a requirement for 2 pitches for short term use by Gypsies and Travellers in transit. Whilst these pitches would be permanent, residents would have to move on after a defined short period
of stay. Transit sites are usually provided with basic amenities and services such as hardstandings, water supply, toilet and washing facilities and waste disposal. The GTAA, however, concluded that transit site provision is best provided once the need for permanent accommodation has been met. This will help to avoid the risk of these sites effectively being used as permanent accommodation, possibly resulting in problematic evictions. Owing to the very limited scale of identified need, the GTAA concluded that it may be more cost-effective to provide 2 sites for transit sites within Northamptonshire - one each in the north and south of the County.

**Travelling Showpeople**

11.5.9 Travelling Showpeople organise circuses and fairgrounds and normally live in static caravans or mobile homes on a plot in a site yard when not travelling. The plot needs to be large enough to accommodate smaller caravans, which are used either for travelling or are inhabited by other family members (for example, adolescent children), and to store fairground equipment. The amount of land required is therefore generally greater than for Gypsies and Travellers.

11.5.10 The following table indicates that there are 22 plots in the Borough. These are located on yards at Grendon Rd, Earls Barton and Daniels Road, Little Irchester. During the period to 2017 it is estimated that there will be a need to provide 2 additional plots.

<table>
<thead>
<tr>
<th>Travelling Showpeople in the Borough</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Plots 2007</strong></td>
<td>22</td>
<td>-4</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td><strong>Additional need 2007/12</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Additional need 2012/17</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Additional need 2007/17</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Numbers as at 2017</strong></td>
<td>24</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 11.6 Travelling Showpeople in the Borough

11.5.11 The GTAA indicates that Travelling Showpeople prefer to live on privately owned or privately rented yards and that, where possible, the preference is to see existing yards expanded. There is capacity at Appletons' Yard in Earls Barton to meet additional need over the Plan period.

**Preferred Option 39**

**Permanent Gypsy and Traveller Accommodation**

Provision for the scale of need identified in the GTAA will be met as follows:
The sites identified on the Proposals Map at Kangaroo Spinney, Wellingborough; Gipsy Lane, Irchester; and Grendon Rd, Earls Barton will be safeguarded for Gypsy and Traveller accommodation unless appropriate replacement provision is provided. This strategy will ensure that more than sufficient land is identified in the Plan to meet identified needs.

The site at Gipsy Lane, Irchester provides social rented accommodation as did the closed site at Kangaroo Spinney. Support and encouragement will be given to ownership/management arrangements that will secure the availability of these sites to help meet the demand for affordable pitches identified in the GTAA.

Proposals to improve sites in need of regeneration, including infrastructure and landscaping, will be encouraged in order to provide attractive living accommodation. The Gypsy and Traveller Sites Grant, which is currently offered to local authorities and Registered Social Landlords, can help to secure such improvements.

**Preferred Option 40**

**Transit Sites**

Land will not be allocated in the Plan for a transit site. The North Northamptonshire Joint Committee will, however, be asked to consider the recommendation in the GTAA that a single transit site be identified in the north of the county. This recommendation could be pursued as part of the current review of the Core Spatial Strategy. In parallel with this approach, however, the Council will seek to provide for the transit pitches on permanent sites, where possible, provided that the need for permanent accommodation identified in the GTAA has been secured.

**Preferred Option 41**

**Travelling Showpeople**

Provision to meet the needs of Travelling Showpeople identified in the GTAA will be met through the safeguarding of existing sites on the draft Proposals Map, at Grendon Rd, Earls Barton and Daniels Road, Little Irchester, against proposals that would result in the grant of planning permission for another use unless provision elsewhere within the Borough is sufficient to meet the scale of need identified in the GTAA.
Other Options Considered

Permanent Gypsy and Traveller Accommodation

11.5.12 The possibility of making provision for the current shortfall in available pitches on one or more new sites within the Borough, rather than safeguarding the closed site at Kangaroo Spinney, could be pursued. Implementation of this option could have some positive benefits, including provision on smaller sites, which is generally preferred by the Gypsy and Traveller community, and the opportunity to implement environmental improvements at Kangaroo Spinney, which is located adjacent to both the railway and a key vehicular access route into the planned sustainable urban extension of Stanton Cross. Kangaroo Spinney, however, is well located in relation to facilities and services whilst its closure may offer an opportunity to improve the quality, environment and management of the site. An early decision to re-open the site would also help to provide a measure of certainty to both travelling and settled communities regarding the location of provision as the process of allocating alternative sites can meet with fierce local opposition.

11.5.13 The Borough Council could require the developers of major new housing schemes to provide pitches as part of the Government’s aim of achieving balanced and mixed communities. This option would prove difficult to implement, particularly within the period covered by the GTAA, as the masterplans for the sustainable urban extensions at Stanton Cross and Wellingborough North do not include provision for Gypsy and Traveller Accommodation.

Transit sites

11.5.14 Separate provision could be considered for a transit site. The conclusion in the GTAA, however, is that provision would best be met on a larger, more cost-effective site to meet the scale of need in the north of the county.

Travelling Showpeople

11.5.15 The additional need for 2 plots can be met from the existing planning permission at the Appletons’ Yard at Earls Barton. Consequently, it is not proposed to allocate further land for Travelling Showpeople as part of the Plan.
12. Economic Prosperity

Background

12.0.1 This chapter identifies the amount and type of employment land required in the Borough over the Plan period to 2021 and proposes the allocation of sites to meet the identified need.

12.0.2 The Core Spatial Strategy (CSS) aims to achieve a broad balance between homes and new jobs so that overall commuting patterns into and out of North Northamptonshire in 2021 are broadly the same as in 2001. To achieve this, a net total of 47,400 new jobs need to be created in North Northamptonshire and economic growth will therefore need to be considerably higher than that achieved in recent years. Forecasts suggest that around 27,800 new jobs would be created if the economy continues to grow as it has in the past, leaving around 19,600 extra jobs that need to be provided. This is the ‘step-change’ in job creation that North Northamptonshire must aim for.

12.0.3 As part of this challenge, provision must be made for a net increase of 12,400 new jobs in the Borough. Just over half of these jobs are forecast to be generated in service sectors such as retailing, leisure, professional and public services - a figure which is driven partly by the increasing population. The remaining 48% of jobs (6,600) are forecast to be in offices (described as use class B1), manufacturing and related activities (use class B2) and distribution (use class B8), for which specific sites need to be identified in the Plan. This chapter deals only with the detail of these ‘B-class’ jobs.

12.0.4 In order to create new employment opportunities, and support a prosperous and diverse economy, the strategy adopted in the CSS includes the following measures:

- Safeguarding employment sites which are of the right quality and suitably located in relation to infrastructure and neighbouring uses. This will include safeguarding employment land allocations for a range of uses in support of a balanced economy;
- Diversifying the local economy into higher value-added activities that generate greater wealth and higher paid jobs. This will mean focusing on potential growth sectors such as knowledge-based industries and precision engineering. This will allow a shift away from the recent reliance on distribution development, although this remains a growth sector and will continue to be important to the local economy.
- The provision of new, high quality land and buildings in sustainable locations, particularly to meet the needs of small and medium sized businesses and growth sectors. This will include the identification of a premium office site to support the Technology Realm initiative, which aims to provide quality business environments and services in the County in order to encourage growth in higher-value added activities;
- The regeneration and significant expansion of the town centre, enhancing business and cultural facilities and the quality of the public realm;
- The provision of infrastructure and services needed to provide a competitive business environment, including transport and electronic communications infrastructure; and
Support for the enhancement of skills in the local workforce to provide a more dynamic and flexible labour market; and

The diversification of the rural economy, in particular through the conversion of buildings within settlements to provide employment opportunities.

12.1 Existing Employment Areas

Background

12.1.1 The main employment areas in Wellingborough are Park Farm (North and South), Finedon Road Industrial Estate (including Ise Valley), Victoria Business Park, Denington Industrial Estate and the Leyland Trading Estate. Smaller employment areas and other buildings used for employment purposes are primarily located within the town centre, the older mixed-use areas of the town and in parts of the rural area of the Borough.

12.1.2 Responses at the Issues and Options stage generally favoured the retention of existing employment areas, where suitable for business operations, although several respondents suggested that the health of estates ought to be monitored to ensure optimum vitality.

12.1.3 Policy 11 of the CSS requires employment sites and areas to be safeguarded for employment purposes unless it can be demonstrated that an alternative use would not be detrimental to the overall supply and quality of employment land within the district, and/or would resolve existing conflicts between land uses. Areas no longer suitable for employment purposes should be de-allocated or allocated for alternative uses.

12.1.4 Victoria Business Park is a modern distribution area on the A45 and is fully let. Park Farm Industrial Estate is the next most modern employment area in the town with good accessibility and a wide range of good quality units. Finedon Road Industrial Estate has a wide range of building types, sizes and ages. There has been some refurbishment of older buildings and occupation rates have generally been good. The Leyland Trading Estate has generally experienced good occupancy levels and will benefit from improvements to its access and location as part of the planned urban extension at Stanton Cross. The Denington Industrial Estate, which is in a good location, has experienced good occupancy rates in strong market conditions but has a growing number of buildings with limited market appeal.

12.1.5 Within the rural area there are a number of smaller estates which provide accommodation for locally based companies generally seeking low cost accommodation. These estates include Wellingborough Rd, Earls Barton; Parsons Hall, Irchester; Raymond Close/Williams Way, Wollaston; and Finedon Sidings, Little Harrowden. Occupancy rates appear to be high at Sywell Aerodrome where occupiers are primarily in design, specialist engineering, and computer software and aviation industries.
Preferred Option 42

Existing Employment Areas

The following employment areas, identified on the Proposals Map, will be safeguarded for B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) purposes:

- Finedon Road Industrial Estate;
- Denington Road Industrial Estate;
- Park Farm Industrial Estate;
- Leyland Trading Estate;
- Victoria Business Park;
- Parsons Hall, Irchester;
- Raymonds Close/Williams Way, Wollaston;
- Earls Barton Employment Area;
- Finedon Sidings; and
- Sywell Aerodrome.

Within these areas A1 (Food), A3 (Restaurants and Cafes), A5 (Hot Food Takeaway) and D1 (Care facilities) uses of a small scale, intended to serve the needs of that particular employment area, will be acceptable in principle.

In order to ensure that the Employment Areas remain fit for purpose:

A. Redevelopment or refurbishment of areas or properties will be encouraged; and
B. Their health will be monitored with a view to pursuing public intervention, where appropriate and feasible, in order to improve the vitality of the estate.

Other Options Considered

12.1.6 No other options were considered. The preferred option accords with the CSS, enabling safeguarded areas to continue to provide a wide range of employment opportunities that contribute towards a balanced economy. Whilst all of the areas continue to be suitable for employment use, the preferred option provides for intervention where necessary and feasible.

12.2 New Employment Areas

Background

12.2.1 The net increase in B-use class jobs to be provided for in the Borough during the Plan period, and as set out in the CSS, is as follows:

- B1 - 3150 jobs in offices;
12.2.2  These figures reflect the preferred strategy of seeking to diversify the economy across North Northamptonshire, whilst building on existing strengths.

12.2.3  The Joint Planning Unit has produced a technical note (1) giving guidance on the methodology to be used when converting job numbers into employment land requirements. The ratios used in converting job numbers into gross internal floor space requirements are as follows:

- B1 One job per 18 sq m;
- B2 One job per 35 sq m; and
- B8 One job per 88 sq m.

12.2.4  The derived floor space requirement, which is set out below in Table 12.1, is based on an average of 40% site coverage (taken from the aforementioned technical note). The requirement has been increased by 25%, in accordance with the CSS, in order to create some slack (over allocation) in the system and thereby provide a margin for choice and uncertainty equivalent to 5 years supply. The Northamptonshire Strategic Employment Land Assessment (SELA) also emphasise the need for a proactive and flexible approach to planning for economic development to ensure that local authorities can respond quickly and efficiently to changing business needs.

<table>
<thead>
<tr>
<th>Use Class</th>
<th>Gross Internal Floorspace (sq m)</th>
<th>Land Requirement (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>70,875</td>
<td>17.72</td>
</tr>
<tr>
<td>B2</td>
<td>15,750</td>
<td>3.94</td>
</tr>
<tr>
<td>B8</td>
<td>340,340</td>
<td>85.09</td>
</tr>
</tbody>
</table>

Table 12.1 Derived Floorspace Requirement

12.2.5  An assessment of the sustainability and deliverability of potential employment sites in and adjacent to the town of Wellingborough has been undertaken in order to determine the most suitable locations for employment in the period to 2021(2). In considering the location of new development, regard has also been taken of the following:-

- Sites that have been developed since 2001 or are under construction;
- Sites that have planning permission; and
- The findings of the Northamptonshire Strategic Employment Land Assessment (SELA.) (3)

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1 Technical Note 922 for Partner Local Planning Authorities on Translation of Job Numbers into Employment Land Requirements, North Northamptonshire Joint Planning Unit, January 2008
2 Wellingborough Employment Land Study - Nortoft/Lambert Smith Hampton (2006)
3 Northamptonshire Strategic Employment Land Assessment - Atkins (2009)
**Business and Office Use (B1 Uses)**

12.2.6 Table 12.1, above, identifies a need for approximately 18 ha of new B1 (business) land. Suitable locations must seek to maximise the principles of sustainable development, minimise environmental impact, maximise accessibility and be attractive to the market. The CSS identifies town centres as the preferred location for the focus of new office development followed by other areas with good public transport connections. Table 12.2, below, includes information on B1 completions, existing commitments and preferred sites for allocation in the Plan.

12.2.7 The Town Centre Area Action Plan, adopted in 2009, contains a strong emphasis on the provision of additional retail development with some opportunities for a relatively small amount of B1 office floorspace. In addition, outline planning permission has been granted for development on the eastern edge of the town, to be developed as a mixed-use urban extension. The Wellingborough East Masterplan, provides for several sites, listed in Table 12.2, to be developed for B1 offices, including the ‘Station Island’ area which is set to be the gateway between London and North Northamptonshire, the East Midlands and South Yorkshire. This area has the potential to deliver the desired step-change in Wellingborough’s economy into higher value sectors through the concentration of high quality office employment. Furthermore, it may be possible to intensify the density of development at Station Island in order to provide for more B1 office development than indicated above.

12.2.8 Whilst Table 12.2 indicates that existing commitments are sufficient to meet the requirement for B1 office floorspace, much of the land is located at Wellingborough East (WEAST), which is constrained by funding issues in the current market. Whilst the Borough Council is working with partners to ensure the earliest release of the development, it is considered prudent to take measures to bring forward additional land for B1 purposes in order to provide opportunities to attract new investment ahead of the major housing growth. In addition, the need to allocate 5-9 ha of land as part of a county wide Technology Realm is identified in the CSS in order to promote a more knowledge based economy through the focused provision of high quality commercial property space and business support services in a parkland setting.

12.2.9 The Wellingborough Employment Land Study identified land at Wellingborough North (adjacent to the A509 Niort Way/Hardwick Rd junction) as suitable for this purpose. Whilst the Northamptonshire Strategic Employment Land Assessment (SELA) did not place the site in the highest category for commercial suitability, it did recommend it for prioritisation. The site has the advantage of being in single ownership and is located adjacent not only to the A509 but also to the proposed Isham to Wellingborough Improvement corridor (see Connectivity) and would therefore be well connected to the highway network. In addition, the site is well related to the proposed urban extension at Wellingborough North and forms part of the masterplan for that development.

12.2.10 In order to deliver employment on this site at the earliest opportunity, the Borough Council will work with partners to determine if an initial phase could be developed off Hardwick Road with later phases having direct access to the Isham to Wellingborough link road once this is constructed. The Borough Council will also work with partners, including the North
Northamptonshire Development Company (NNDC) and Northamptonshire Enterprise Limited (NEL), to establish other initiatives, such as tax incentives or designation as a Simplified Planning Zone, that will enhance the commercial attractiveness of the site.

<table>
<thead>
<tr>
<th>Site</th>
<th>Use</th>
<th>Site area (Ha)</th>
<th>Planning status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions 2001 – 2009</td>
<td>B1</td>
<td>3.92</td>
<td>Complete</td>
</tr>
<tr>
<td><strong>Existing commitments:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Centre</td>
<td>B1</td>
<td>-</td>
<td>Town Centre Area Action Plan</td>
</tr>
<tr>
<td>WEAST - South of Finedon Road (i)</td>
<td>B1/2</td>
<td>6.40</td>
<td>Outline planning permission</td>
</tr>
<tr>
<td>WEAST - South of Finedon Road</td>
<td>B1</td>
<td>3.00</td>
<td>Outline planning permission</td>
</tr>
<tr>
<td>WEAST - Irthlingborough Road</td>
<td>B1</td>
<td>11.29</td>
<td>Outline planning permission</td>
</tr>
<tr>
<td>WEAST - Station Island</td>
<td>B1</td>
<td>7.04</td>
<td>Outline planning permission</td>
</tr>
<tr>
<td>WEAST – Land south of the railway (ii)</td>
<td>B1/B2/B8</td>
<td>0.86</td>
<td>Resolution to grant planning permission</td>
</tr>
<tr>
<td><strong>Sub total</strong></td>
<td></td>
<td><strong>32.50</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Preferred site (additional to the above):</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wellingborough North</td>
<td>B1</td>
<td>6.69</td>
<td>Appeal decision awaited</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>39.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

Table 12.2 Business Use

i. Allocated for B1/B2 uses in the Wellingborough East Masterplan. The figures in the table assume that up to 50% of the site will be developed for B1 uses.

ii. The application (ref WP/2007/0445FM) is for 24 B1/B2/B8 units on 2.6ha of land and a gross internal floorspace of 12341m². The figures in the table assume that up to 33% of the development will be occupied by B1 uses.
Storage and Distribution (B8 Uses)

12.2.11 Whilst the strategy for delivering economic prosperity in North Northamptonshire aims to promote higher value-added activities, it is recognised in the CSS that distribution remains a growth sector that will continue to be important to the economy. The sector, however, presents a number of challenges including traffic congestion, particularly at junctions on the strategic road network; negative visual impact; and high energy consumption. New approaches are therefore needed to contribute towards a modal shift away from road based freight transport and improve the design and environmental performance of warehouse developments. Where appropriate, developments should contribute towards enhancing the wider Green Infrastructure network.

12.2.12 The B8 sector is also often perceived as being low skilled with low density employment generating potential. The nature of employment in the sector is, however, changing and approximately 15% of all jobs created by warehouse development are now office-based whilst modern B8 uses also support increasing numbers of managerial and skilled jobs. For example, the use of ‘postponement’, where products are configured at the last moment, means that the sector is performing tasks that would once have been described as ‘manufacturing’. This requires improved skills, as does the increasing use of ICT within the industry, resulting in increased wage rates.

12.2.13 The Plan must make provision for 3090 net new jobs in distribution. This equates to a need for about 85 ha of B8 (storage and distribution) land or buildings with a combined gross internal floorspace of 340340m², as noted in Table 12.1. The amount of land developed for B8 purposes since 2001, together with existing commitments, is set out in Table 12.3, below. This identifies that, in addition to existing commitments, a further 30 ha of land needs to be allocated for B8 (storage and distribution) development.

12.2.14 The CSS indicates that large scale strategic distribution in North Northamptonshire should be located at Eurohub in Corby, which offers good rail and highway access. Wellingborough is, however, identified as having potential to accommodate some rail-related development, although of a more limited scale than Eurohub. The Neilson's Sidings area is allocated for B8 rail related uses in the adopted Local Plan and has outline planning permission for this purpose as part of the consent for the Wellingborough East sustainable urban extension. This site will continue to be reserved for rail related uses (see Preferred Option 53 'Wellingborough East Development Principles').

12.2.15 The preferred locations for the further 30 ha of land that needs to be allocated for distribution are included in Table 12.3.

12.2.16 The site to the North of Finedon Road, which is located adjacent to the rail related area at Neilson's Sidings and to the east of the River Ise, consists of an area of 10 ha reserved for 'employment purposes' in the Wellingborough East masterplan. The land, does not currently have planning permission but its location, adjacent to the proposed principal access route linking the A509 and A45, accords with the CSS policy of locating development close to the strategic transport network.
12.2.17 It is proposed to meet the residual storage and distribution requirement through the development of a westward extension of Park Farm at Appleby Lodge, Sywell Road. The site was put forward for development at the Issues and Options Stage and was also assessed in the Wellingborough Employment Land Study and SELA. It will benefit from links to the existing employment area and, whilst closely related to the Wellingborough North sustainable urban extension, is unlikely to affect residential amenity. The site sits on high ground and it will therefore be important that visual impact is minimised. Buildings will need to be of very high quality both to ensure they do not have a negative visual impact and to ensure that high quality employers are attracted. The CSS expects development to meet the highest viable standards of resource and energy efficiency and reduction in carbon emissions. Allocation of a new estate provides the opportunities for ensuring that energy use is planned and considered from the start. There may for example be opportunities for combined heat and power (CHP) provision. The most viable options should be fully explored as part of the design process.

<table>
<thead>
<tr>
<th>Site</th>
<th>Use</th>
<th>Ha</th>
<th>Planning Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completions (2001 – 2009)</td>
<td>B8</td>
<td>27.51</td>
<td>Developed</td>
</tr>
<tr>
<td><strong>Existing commitments:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WEAST- Neilson’s Sidings</td>
<td>B8</td>
<td>6.25</td>
<td>Outline planning permission for rail related development</td>
</tr>
<tr>
<td>WEAST- North of Finedon Road</td>
<td>B8</td>
<td>9.00</td>
<td>Outline planning permission</td>
</tr>
<tr>
<td>WEAST- Land south of the railway (i)</td>
<td>B1/B2/B8</td>
<td>0.86</td>
<td>Resolution to grant planning permission</td>
</tr>
<tr>
<td>Park Farm Industrial Estate</td>
<td>B8</td>
<td>0.76</td>
<td>Planning permission</td>
</tr>
<tr>
<td>Other Land on Existing Employment Areas (ii)</td>
<td>B1/B2/B8</td>
<td>4.5</td>
<td>Planning permission</td>
</tr>
<tr>
<td><strong>Sub total</strong></td>
<td></td>
<td><strong>49.00</strong></td>
<td></td>
</tr>
<tr>
<td>Preferred sites (additional to the above):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WEAST - North of Finedon Road (iii)</td>
<td>B8</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>Appleby Lodge</td>
<td>B8</td>
<td>30.00</td>
<td></td>
</tr>
</tbody>
</table>
### General Industry (B2 Uses)

12.2.18 Whilst employment forecasts predict a continuing decline in the manufacturing sector it is considered prudent to provide for some flexibility. The SELA noted that agents continue to report reasonable levels of enquiries from the industrial and manufacturing sector. Occupational needs within this market sector change over a number of years which can involve occupiers requiring larger or smaller properties and more modern facilities. Many occupiers in the area are in dated buildings suffering from obsolescence which restricts their ability to invest in the business. An inability to provide a sufficient supply of land and modern buildings could therefore further accelerate the decline in the level of employment in this sector.

12.2.19 The Plan must make provision for 360 net new jobs in distribution. This equates to a need for about 4 ha of land for B2 purposes, as noted in Table 12.1. The amount of land developed for B8 purposes since 2001, together with existing commitments, is set out in Table 12.4, below. This indicates that existing commitments exceed Plan requirements. The occupational and locational needs of the industrial/manufacturing sector, however, tend to be very wide ranging and, consequently, considerable choice of sites needs to be available. It is therefore considered that, in addition to the options provided by existing commitments, industrial and manufacturing uses should be permitted on the preferred site at Appleby Lodge (see Preferred Option 43, below) should demand arise.

### Table 12.3 Storage and Distribution

<table>
<thead>
<tr>
<th>Site</th>
<th>Use</th>
<th>Ha</th>
<th>Planning Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td></td>
<td>89.00</td>
<td></td>
</tr>
</tbody>
</table>

i. The figure in the table is based on the assumption that up to 33% of the development will be occupied by B8 uses.

ii. The figure in the table is based on the assumption that up to 33% of the development will be occupied by B8 uses.

iii. Area reserved for employment in the Masterplan

### Table 12.4

<table>
<thead>
<tr>
<th>Site</th>
<th>Use</th>
<th>Site Area (ha)</th>
<th>Planning Status</th>
</tr>
</thead>
<tbody>
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<td>Completions 2001 – 2009</td>
<td>B1/2/8</td>
<td>4.82</td>
<td>Complete</td>
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<tr>
<td>Existing commitments:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WEAST - South of Finedon Road</td>
<td>B1/2</td>
<td>6.40</td>
<td>Outline</td>
</tr>
</tbody>
</table>

- Allocated for B1/B2 uses in the Wellingborough East Masterplan. The figures in the table assume that up to 50% of the site will be developed for B1 uses.
### Preferred Option 43

**Employment Uses**

The Plan will allocate and safeguard land for B1 (Business and Office Use), B2 (General Industry) and B8 (Storage and Distribution) development as specified in Tables 12.2, 12.3 and 12.4, above.

The site at Wellingborough North will be developed as a business park in order to meet the aims of the Technology Realm Initiative.

The site at Neilson's Sidings will be reserved for B8 rail related uses.

The Borough Council will work with partners to resolve infrastructure constraints and pursue incentives and initiatives to ensure that the sites are commercially attractive.

### Preferred Option 44

**Appleby Lodge**

A new employment area of approximately 63ha will be allocated and safeguarded at Appleby Lodge for the following uses:

- B1 (Business)
- B2 (General Industry)
- B8 (Storage or Distribution)
- A1 (Food), A3 (Restaurants and Cafes), A5 (Hot Food Takeaway) and D1 (Care facilities) of a scale, nature and location to serve the needs of the Employment Area

Proposals for the site must be compatible with a masterplan for the site which will ensure that:

A. Visual impact on the surrounding countryside is minimised;
B. Buildings are of a particularly high quality design;
C. Significant new green infrastructure is provided as an integral part of the design concept. This should link to the existing town network in the adjacent Park Farm development and to the countryside beyond;
D. Opportunities for renewable or low carbon energy production on site are fully explored and utilised;
E. Vehicular, pedestrian and cycle links are provided to the Park Farm estate;
F. A net gain in biodiversity is provided, in particular by enhancing the water features on the site; and
G. A maximum of 30ha of the site is developed for B8 uses within the Plan period and no individual buildings exceed 25,000 square metres floor space.

Other Options Considered

12.2.20 The main alternatives considered for new employment areas were land off Wilby Way and Pulse Park. Both these locations were promoted by land owners at the issues and options stage and were considered in the SELA.

12.2.21 The Wilby Way site needs very significant road infrastructure investment. The developer’s analysis suggests that about 650 houses would be needed along with their proposed B1, in order to make the development viable. This is largely due to the high level of abnormal costs especially the estimated cost for the grade separated junction improvements for the A45/A509 and other related works. However, the CSS emphasis is clearly on locating significant future residential development onto planned sustainable urban extensions. The implications are that significant third party funding would be needed to make this development viable. The site is very visible and it is considered that development would have an unacceptable impact on the village of Wilby. The CSS seeks to prevent coalescence with surrounding villages.

12.2.22 The site known as Pulse Park, (north of the Finedon Road Industrial Estate) has been the subject of a recent planning application as well as a representation at the issues and options stage. The developer’s masterplan extends to: 152,000 sq m of offices; mixed use hub accommodating retail uses; food and drink outlets; a hotel and conference facility; two heat and power plants; a biological treatment facility; a recycling factory; a water sports club; open space and; a provision for access and movement.
12.2.23 The site was assessed as not being suitable for employment development by the Wellingborough Employment Land Study and representations by the developer to the CSS Public Inquiry did not result in support for the concept. As such, allocation of the site is not supported in the Plan. Proposers of this site indicate that it is of regional or sub-regional importance and, as such, it would be more appropriate to consider the need for a site of this nature as part of a review of either the Regional Spatial Strategy or CSS review.

12.2.24 The site at Appleby lodge is considered to be more suitable than either of the other two sites and it can provide sufficient capacity for this plan period.

Sywell Aerodrome

12.2.25 As referred to above (see 12.1 ‘Existing Employment Areas’) Sywell Aerodrome currently provides a good range of employment opportunities. The synergy that has developed between the operational use of the Aerodrome as a base for both private and business flying and the engineering and related support activities, has created a core of highly skilled companies which are well suited to make an increasing contribution to the future employment needs of the area. There is only limited scope for growth within the area currently defined. Access is also a limiting factor on any growth potential. However some modest extensions to the existing area would be acceptable as long as it is either directly related to the use of the aerodrome (such as hanger space) or was providing new high quality employment opportunities. Given the specialist nature of these expansion opportunities they are not counted as contributing to the employment requirements set out in the CSS.

Preferred Option 45

Sywell Aerodrome

Modest expansions of the site will be permitted if:

A. Proposals relate to the future needs of flight operations at the site; or
B. Proposals would provide high technology aviation related jobs; or
C. Proposals are directly related to the aerodrome and could not be based elsewhere; and
D. There will be no adverse environmental impact or significant increased traffic impact.

Other Options Considered

12.2.26 The main alternatives are: not allowing any further expansion at Sywell Aerodrome or allocating an additional area for general employment purposes. Not allowing any further expansion is considered likely to restrict opportunities for economic prosperity in the area. The site is however not considered suitable for significant employment growth due to its location. Such growth could adversely affect the amenities of residents by increasing traffic generation. The site is not readily accessible by public transport and employees would need to travel by
car. General employment growth is considered best located adjacent to the town of Wellingborough; the preferred option does however allow the unique opportunities of the aerodrome's activities to be best exploited.

12.3 Industrial and Commercial Buildings Outside Established Employment Areas

Background

12.3.1 The existing Local Plan contains a policy (E4) that allows for employment sites outside defined employment areas to be used for other purposes where they are incapable of adaption or development for an industrial or commercial use or where existing amenity, traffic or other environmental problems cannot be overcome.

12.3.2 Responses received at the earlier issues and options stage to the inclusion of a similar policy were mixed with some respondents suggesting that all sites should be able to be redeveloped for alternative uses whilst others considered that the existing approach should continue. One respondent considered that all employment sites should be safeguarded.

12.3.3 Over recent years industrial and commercial premises have continued to be redeveloped for other purposes, usually housing. They have therefore made a contribution to meeting housing supply. Such premises can, however, offer suitable and affordable buildings for small businesses and offer a good alternative to premises on employment estates. One of the key messages arising from the SELA is the need to offer the employment market a choice of sites. Retention of existing sites can be particularly important within the villages where they provide local employment opportunities and contribute to the local economic and community life. It is therefore considered that a similar policy, which seeks an appropriate balance between retaining employment sites and allowing redevelopment in particular circumstances, should continue.

Preferred Option 46

Existing Employment Sites Outside Established Employment Areas

Redevelopment of existing industrial and commercial land or premises outside of the defined Employment Areas will be permitted where:

A. The existing land or premises are incapable of adaption or development for a business or industrial use; or

B. Existing amenity, traffic or other environmental problems cannot be overcome.

Suitable evidence to demonstrate compliance with the criteria will need to be submitted with any planning application; this should include:
An assessment which shows that the costs of the necessary remediation works would make the reuse or redevelopment for employment uses unviable; and

Evidence that the site has been marketed over a reasonable period of time and at realistic rental and capital values.

Other Options Considered

12.3.4 The main alternative to this option is to rely on Policy 11 of the Core Spatial Strategy. It is however considered that the preferred option adds helpful detail and clarity to the Core Spatial Strategy and safeguards employment land outside of the existing employment areas and allocated employment sites.

12.4 Home Working

Background

12.4.1 Working from home can provide benefits to the environment in removing the journey to work. It can also provide flexibility of lifestyle, particularly for those with caring responsibilities. Small businesses operating from home can also make an important contribution to the local economy. It is therefore important to encourage home working where practical. Many forms of home working will not require planning permission as a material change in the use of the home (or part of the home) will not have occurred. This will cover, for example, the use of the home computer to work from home instead of travelling in to the office. It will also cover some instances where the home office is used on a daily basis to run a business. The types of businesses that can be run in this way is increasing due to the greater availability of information technology. Similarly, low intensity craft activity will not normally result in a material change of use.

12.4.2 Advice on whether a material change of use is likely to occur can be obtained from the Development Control Service. If building work is to be undertaken, for example, to convert a garage or an existing outbuilding to an office, or to erect a new building that is not intended to be used for normal domestic purposes, then it is likely that planning permission will be required. When considering the suitability of home working it will be important to ensure that the operation will not disadvantage or disturb other adjoining or nearby residents. If this is likely to be the case, the business would be best located on an employment area or in another more suitable location.

Preferred Option 47

Home Working

Home working will be permitted provided that:

1. The person conducting the home working uses the dwelling as their principal place of residence;
2. The activity does not affect the amenity of the neighbourhood in any way, as a result of
   - The parking of vehicles;
   - Transporting of materials or goods to or from the dwelling; and
   - Hours of operation;
3. The external appearance of the dwelling remains domestic in character;
4. Materials used, or goods manufactured, serviced or repaired in the home, are stored within a building; and
5. Goods manufactured, serviced or repaired are not displayed so that they are visible from the outside.

Other Options Considered

12.4.3 The main alternative is not to include a policy on home working, but rely on the Development Control Service dealing with applications on a case by case basis. It is however considered that the inclusion of a policy provides helpful clarity and may encourage more people to consider working from home. The policy will also ensure that residential amenity is not detrimentally affected to any material degree.
13. Flood Prevention

Background

13.0.1 Flooding is essentially a natural process that can happen at any time in a wide variety of locations. Flooding, within this borough, can come from rivers, directly from rainfall on the ground surface and from rising groundwater, overwhelmed sewers and drainage systems. The speed of inundation and the duration varies greatly. With climate change, the frequency, patterns and severity of flooding are forecast to change and become more damaging. Although flooding cannot be wholly prevented, its impacts can be avoided and reduced through good planning and management.

13.0.2 Government policy on development and flood risk aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. In order to do this Local Planning Authorities are required to prepare Strategic Flood Risk Assessments. A Strategic Flood Risk Assessment for this borough was undertaken jointly with Kettering by consultants with the cooperation and support of the Environment Agency in 2005. It provides a detailed and robust assessment of the extent and nature of the risk of flooding and its implications for land use planning. The assessment also examined the impact of climate change during the next 50 years. This study will be updated to ensure it complies with the latest guidance before the Plan is submitted.

13.0.3 National policy is currently supplemented by Policy 36 in the Regional Spatial Strategy for the East Midlands, which in addition to the risk based approach to flood management, requires sustainable drainage in all developments where practicable and seeks to maximise biodiversity and regeneration benefit from flood management schemes. The Core Spatial Strategy states that development should not cause a risk to the quality of the underlying ground water or surface water, or increase the risk of flooding on the site or elsewhere, and where possible will lead to a reduction in flood risk.

13.0.4 In selecting sites to be allocated for development regard has been had to areas at risk of flooding and those areas at highest risk have been avoided. To prevent further inappropriate development, flood risk areas will be identified on the Proposals Map. PPS 25 contains detailed guidance on the uses which may be appropriate in particular areas and the flood risk assessments which would be required.

13.0.5 In response to the consultation on the issues and options it was suggested that the Plan should retain a policy similar to Policy G2 in the adopted Local Plan. It is however considered that this is now unnecessary as the subject is adequately covered by national and regional policy.

Preferred Option 48

Flood Risk

Areas of land at risk of flooding will be identified on the Proposals Map. Development proposals in these areas will be assessed in accordance with national and regional policy.

Other Options Considered

13.0.6 None. National policy on development and flood risk is contained within PPS 25. This is supplemented by regional and subregional policy, hence there is no need to add anything to this, other than to identify the flood risk areas on the Proposals Map.
14. Cultural Heritage

Historic Halls and Gardens

Background

14.0.1 The current Local Plan includes a policy for historic halls and gardens which permits development in their grounds if it is necessary for the conservation of the hall. There is now national guidance for this type of 'enabling development' produced by English Heritage. It is therefore considered that there is no need for an additional local policy. This approach was supported by English Heritage at the Issues and Options stage.

14.0.2 As they are covered by a specific policy, Halls and their grounds are excluded from the Village Policy Lines in the current Local Plan. It is however now proposed that the Halls and associated buildings be included within the proposed Village Boundaries where they form part of the built up area of the village. Those that are isolated from the village or very rural in character will remain within the open countryside. In all cases the large grounds associated with the Halls will be treated as Open Countryside.

Preferred Option 49

Historic Halls and Gardens

Historic Halls and associated buildings will be included within the Village Boundaries where they meet the criteria set out in Preferred Option 3 'Village Boundaries'.

Other Options Considered

14.0.3 To include a local site specific policy. As referred to above however enabling development is covered by policy set out by English Heritage.

14.0.4 The Historic Halls and gardens could remain outside the Village Boundaries, however in many cases they fall within the criteria set out in Preferred Option 3 'Village Boundaries'. As they are all listed buildings and many are in Conservation Areas adequate protection is afforded them through national policy.

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Chester Farm

Background

14.0.5 The current Local Plan identifies Chester House, and surrounding area, as a site suitable for a heritage park. The site is a Scheduled Ancient Monument that includes a complete walled Roman town and a deserted Medieval village. The farm also contains a complex of listed 17th and 18th century buildings. It is set within the Nene Valley adjacent to a Site of Special Scientific Interest (SSSI) which is also proposed as an internationally recognised Special Protection Area (SPA) and Ramsar site as important wintering habitat for wildfowl and wading birds. The Nene also connects to another internationally important site known as the Nene Washes SPA/SAC. Chester Farm is also within the area of the River Nene Regional Park, one of the main Green Infrastructure Corridors for the area and within the open countryside between Wellingborough and Rushden.

14.0.6 The site itself is of national importance and has features of exceptional archaeological, historical, architectural, industrial/agricultural, landscape and ecological significance and as such is also of exceptional social and community significance. The County Council, as the current owner of the site is considering various options for its future management.

14.0.7 Generally the best way of securing the upkeep of historic buildings and areas is to keep them in active use. In most instances this involves finding an economically viable use. The range and acceptability of possible uses is therefore a major consideration for the future of this site. Whilst it is therefore considered unreasonable to restrict the future use of this site to only a ‘heritage park’ it is nevertheless of fundamental importance to ensure any future proposals secure the preservation and where possible enhancement of the site.

14.0.8 The site currently has very constrained access. An improved access direct from the A45 is unlikely to be acceptable to the Highways Agency and the only other access is via the new Prologis estate. Any new access could pose risks to the archaeology of the site and its setting. Access is therefore likely to severely constrain any development opportunities for the site and associated buildings.

14.0.9 Due to the overriding need to preserve the site and its buried archaeology and having regard to its location in the open countryside, any use which requires substantial new buildings would not be supported. Any new buildings should be limited in scale and number, be of high design quality and be necessary to support the use of the site as a whole. Uses which allow public access to and interpretation of the site would be encouraged e.g. heritage uses, a recreation/visitor centre, a community use or as an education resource. An ‘Appropriate Assessment’ under the Habitat Directive would be needed to accompany any proposal to ensure there will not be any adverse effect on the integrity of the internationally important sites.

14.0.10 During the consultation on the Issues and Options English Heritage advised that they would support a specific policy relating to this unique site.
Preferred Option 50

Chester Farm

The Plan will include a policy on Chester Farm, as identified on the draft Proposals Map, to ensure that future development proposals:

A. Ensure the protection and preservation of the entire site and its setting (including historic farm and barns);
B. Provide opportunities to enhance public access to and interpretation of the site;
C. Do not include any significant amount of new buildings, and that any new buildings are of high quality and sympathetic design;
D. Retain the tree lined avenue from the A45;
E. Satisfy the tests of the Habitats Regulations in respect of the Upper Nene Valley Gravel Pits pSPA/pRamsar and Nene Washes SPA/SAC. This should include an assessment of potential effects on water quantity and quality and disturbance to birds using the sites; and
F. Seek to enhance the historic and natural assets on the site where possible.

Other Options Considered

14.0.11 The two options considered were either to retain a policy similar to the existing IR1 which specifies that only a heritage park would be acceptable or to rely on national and other more general policies.

14.0.12 Permitting only a heritage park was considered too restrictive, as it may lead to the site not finding a suitable use which could pose a risk to the future maintenance of the site. Whilst national policy relating to enabling development would be sufficient to protect the historic interest of the site it would not necessarily ensure that the site maintained its current openness. Due to the site's location in an area of open countryside between Wellingborough and Rushden, this is considered of fundamental importance. It is also considered important to provide opportunities for public access and to retain local landscape features. A site specific policy is therefore considered to provide greater clarity on what might be appropriate.
15. Town Site Specific Proposals

15.1 Sustainable Urban Extensions

Background

15.1.1 The Regional Spatial Strategy sets various parameters for the growth, including a need for sustainable urban extensions. This is supplemented by the Core Spatial Strategy, which identifies land to the East and North-West of Wellingborough as broad locations for sustainable urban extensions and introduces further requirements to be taken into account in the detailed planning of these urban extensions. Together with national planning guidance, set out in Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs), they establish the following overall parameters:

- The urban extensions must be sustainable – the Government’s definition is that sustainable communities are active, inclusive and safe, well run, environmentally sensitive, well designed and built, well connected, thriving, well served and fair for everyone;
- Urban extensions should be planned so as to ensure the continued physical separation of towns and settlements;
- Opportunities should be taken to enhance existing important assets and promote the provision of new green infrastructure to enhance the attractiveness of the area;
- Development should facilitate a significant modal shift (target of 20%) towards public transport use;
- A master planning approach is required, developed with appropriate consultation and appraisal;
- There will be urban extensions to the East and North-West of Wellingborough.

15.1.2 The role of the Plan is to relate these principles to the individual sites. It is not necessary to repeat policies from the RSS, CSS or national policy as these are not open for debate. Similarly there is no need to refer to national guidance within the policies of the Plan, although these will be taken into account in determining site specific requirements. The main principles for both urban extensions are contained in Policy 16 of the CSS.

15.1.3 It will also be important to ensure that the urban extensions contribute to the overall vision and aspirations for Wellingborough as a whole. These are principally established in the Community Plan and are followed through into the objectives of the CSS and the Plan.

15.1.4 Policy preparation has also taken account of the consultation undertaken with stakeholders, particularly through the workshop events which took place during May 2006. A report of this event is available from the Council’s website Stakeholder Event May 06.

15.1.5 The key messages emerging from the workshop which are of direct relevance to the urban extensions are:

- The town should have high aspirations;
- The urban extensions should be exemplars of sustainable development;
Town Site Specific Proposals

- Significant emphasis should be placed upon Green Infrastructure and the environment;
- There is a need to attract high skill employment opportunities;
- There is a high emphasis on the need for good quality design; and
- Selected historical and heritage features are key strengths

15.1.6 Overall, it was concluded that the growth provided through the urban extensions should be used as a major opportunity to improve the quality of life and economy for the benefit of the whole Borough.

15.1.7 The main decisions that the Plan must address for both sustainable urban extensions relate to:

- The site boundaries;
- The detailed phasing; and
- Site specific development principles.

15.1.1 Wellingborough East

Background

15.1.1.1 This area of land has been identified as the initial sustainable urban extension. Part of the area has previously been allocated as a Strategic Development Area in the adopted local plan under policies U14 – U20. These policies will be replaced by policies in the Plan once it is adopted.

15.1.1.2 An outline planning application for the initial phases of this mixed use development, including 3100 dwellings and associated infrastructure, was approved by the Council in January 2008.

15.1.1.3 The area to the east of the railway line contains some sporadic industrial development, brownfield and other disturbed land. The majority of the site is however in agricultural use. The land is bisected by the floodplains of the Rivers Nene and Ise. Most of the lakes in the Nene Valley, which runs along the southern boundary of the site, have been notified as Sites of Special Scientific Interest (SSSIs) and are proposed to be nominated for their international wildlife significance as a Special Protection Area (SPA) and a Ramsar Site.

15.1.1.4 The River Nene has been identified as a strategic corridor of regional importance and, together with the area covered by its tributaries, it forms part of the River Nene Regional Park.

15.1.1.5 The dominant topographical features of the site are the valleys and the ridgeline, which broadly follows Irthlingborough Road/Sidgate Lane. Another significant landscape feature is the Sidegate Lane Landfill Site and the woodland areas associated with it.

15.1.1.6 Sidegate Lane Landfill site is currently in active use and has been identified as a preferred waste site in the Minerals and Waste Local Development Framework. It is anticipated that the site will continue to be used for a variety of municipal, commercial, industrial and
household wastes including recycling and composting until at least 2017. Existing waste sites are an important part of the waste infrastructure and provide an essential service. Policy 3 of the adopted Waste Local Plan seeks to safeguard these sites. Proposals for non-waste related development in the vicinity of an existing site should not be approved if it would lead to future operational constraints on the waste site. Sidegate Lane Landfill Site is currently quite isolated and introducing new neighbours may lead to pressures to curtail their existing operations. In view of the problems that can arise from such sites it is wise to take a precautionary approach. The Environment Agency has advised that no residential development should be permitted within 500m of the site and no commercial development within 250m unless more detailed risk assessments show otherwise. There is the possibility that landfill gas could migrate from this site into the strata below the proposed development. A investigation and assessment of any problems and the mitigation required will need to be established as part of any planning application.

15.1.1.7 All the key features of the site are shown in Figure 15.1 'Wellingborough East - Key Features'
Site Boundary

Background

15.1.1.8 The Core Spatial Strategy says that DPDs and masterplans should plan for the logical extent of the Sustainable Urban Extensions and associated infrastructure. This may involve some development beyond 2021. The preferred boundary has therefore been identified as the maximum extent of the developable area having regard to:
the need to prevent coalescence between the SUE and Finedon, Irthlingborough, Rushden and Higham Ferrers

- the landform
- other site specific constraints

15.1.1.9 In particular the location of Sidegate Lane Landfill site has meant that Sidegate Lane is seen as the furthest extent of the developable area to the east and the River Nene Floodplain forms the logical boundary to the south. Wherever possible lines easily identifiable on the ground have been used to define the boundaries (e.g. roads and field boundaries) where this has not been possible future roads needed to serve the development are considered to be appropriate boundaries.

15.1.1.10 The boundary has been drawn taking particular account of the views expressed at the workshop on 24th May 2006 and the work undertaken considering the degree of coalescence / separation between new and existing development edges and/or natural features.

15.1.1.11 The other piece of work which has been fundamental in determining an appropriate boundary is the landscape, cultural heritage and biodiversity sensitivity analysis undertaken as part of the North Northamptonshire Urban Extensions Study. This is available from http://www.nnjpu.org.uk.

Preferred Option 51

Wellingborough East Boundary

The Plan will identify the Wellingborough East Sustainable Urban Extension as shown on the draft Proposals Map

Other Options Considered

15.1.1.12 The CSS requires that the logical extent of the SUE is identified, it was not therefore appropriate to only identify the development required within the plan period.

15.1.1.13 The main alternatives considered were:

- to extend the development east towards the borough boundary (up to Ditchford Road)
- to extend the northern part of the development closer towards Finedon

15.1.1.14 The additional areas considered are broadly identified on a plan in the Sustainability Appraisal. The preferred option is considered to be the most appropriate option to allow the masterplanning of an entire urban extension without resulting in the coalescence of neighbouring settlements.
Phasing

Background

15.1.1.15 Broad phasing for this initial urban extension is set out in the Core Spatial Strategy Policy 7 and Figure 13. The site area outside of the floodplain is approximately 330 hectares. It is therefore estimated that the site could deliver in the region of 6000 dwellings together with associated infrastructure and facilities. This broad figure is supported by more detailed masterplanning work undertaken on behalf of the landowners.

15.1.1.16 Assuming that development commences in 2011 and delivers 180 dwellings in year 1 and delivers 360 dwellings per year up to 2015 and then 370 dwellings per year thereafter, the site is expected to deliver 3430 dwellings during the Plan period (see Appendix D. ‘Housing Trajectory’). 3100 of these dwellings have already been granted outline planning permission. There is therefore additional capacity for 330 dwellings in the plan period. The remaining capacity, currently estimated to be in the region of 2220 dwellings, is expected to be delivered after 2021. The rate of delivery on the site, and therefore the amount delivered within the Plan period is anticipated to be dependent upon a number of variables, including the state of the national and local economy, the local housing market, and the delivery of infrastructure both within the site and across the town as a whole.

15.1.1.17 Development must be accompanied by the appropriate infrastructure and services. The North Northamptonshire Outline Water Cycle Study (1) identified that Broadholme Waste Water Treatment Works and its sewer catchment were at or near capacity with limited ability to accept additional capacity to that already committed. Further studies (2) have been undertaken to propose solutions to resolve these issues. No further development, beyond that already with consent, will be permitted in advance of the comprehensive solutions being agreed.

15.1.1.18 In order to ensure that the development proceeds in a logical and orderly way a phasing plan for the whole site will need to be agreed. This will ensure that all the provision of infrastructure, community facilities and services keeps pace with the house building. It is also considered important to ensure that as far as is reasonable growth extends from the town outwards and that brownfield land is prioritised.

Preferred Option 52

Phasing of Wellingborough East

No new dwellings in addition to the 3100 already committed will be permitted until the foul drainage, sewage treatment and water supply issues have been resolved together with the provision of any other infrastructure requirements.

2 The North Northamptonshire Detailed Water Cycle Strategy (Oct 2008), Halcrow Group Ltd
The plan will require the provision of a detailed 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.

Other Options Considered

15.1.1.19 The Plan could include a detailed phasing programme, however due to the number of variables involved, this was considered unhelpful. Phasing is best agreed as part of a planning application.

Site Specific Development Principles

Background

15.1.1.20 The requirements for all SUEs in North Northamptonshire are set out within CSS Policy 16. This plan will therefore only deal with the more detailed site specific aspects of those parameters. In addition there is a North Northamptonshire Supplementary Planning Document (SPD) relating to Sustainable Design. The master plan for the SUE must be prepared having regard to these policies and guidance.

15.1.1.21 The master plan will need to create new communities that function as sustainable neighbourhoods and also integrate physically and socially with the rest of Wellingborough. It is expected that Wellingborough East will become a high quality distinctive place, that people will want to live, work and recreate in. It should be an attractive gateway to the town and bring benefits to the whole of the borough. It is considered particularly important that the master plan covers the entire area of the SUE and that development is not ‘tacked on’ to the existing master plan for Stanton Cross.

15.1.1.22 In order to develop a distinctive place, the master plan must have regard to the particular features on the site and reflect the character of the existing town. The plan should also capitalise upon the asset afforded by the proximity of the railway line and the railway station. Key requirements are for an enlarged and upgraded Public Transport Interchange at the railway station and for the provision of high quality business space. The focus of the development should be the neighbourhood centre. This together with other more local centres should provide for the day to day needs of the residents, but should not compete with Wellingborough Town Centre.

15.1.1.23 The site borders the Upper Nene Valley Gravel Pits SSSI and pSPA. This is an important consideration in the design of the SUE. Access to the valley area must be appropriately managed and it will be particularly important to include appropriate buffers and alternative areas for recreation purposes within the SUE.

15.1.1.24 The potential impacts of the Sidegate Lane Landfill site will also have an important impact on the design of the area. In particular commercial development should not be provided within 250m of the boundary of the landfill site unless it can be demonstrated that they would
not prejudice the operation of the landfill site. Waste related development in particular might be suitable to be located in proximity to the site. Residential development will not be acceptable within 500m of the site boundary to protect both the future of the landfill site and the amenities of residents. Other mitigation measures may also be required as a result of more detailed studies.

15.1.1.25 The master plan will need to be supported by a number of technical studies included within the Environmental Impact Assessment or other documents to support the planning application.

15.1.1.26 The preferred requirements set out below have regard to the existing master plan approved for the initial phase and those facilities anticipated to be required in the remainder of the development following discussions with stakeholders.

**Preferred Option 53**

**Wellingborough East Development Principles**

The plan will require the master plan for Wellingborough East Sustainable Urban Extension to provide:

A. B1, B2 and B8 employment uses in the areas identified within the Employment Chapter
B. A high quality mixed use business district in the area identified as Station Island / Main Street on land between the railway and the River Ise
C. Neilson’s Sidings for rail related uses
D. Retail facilities to meet day to day needs of people from the local area
E. Cycle routes and footpaths to link to the town-wide network and to the surrounding countryside
F. A multimodal interchange at the railway station, providing an expanded railway station, new bus through routes and a range of other transport facilities (including cycle and pedestrian) that offer the potential for seamless connections between different modes.
G. A Neighbourhood Centre to be the focus of the new community at the point where the new east-west link and north south avenues cross. It should provide a high quality public space and a well proportioned mix of community, commercial and residential uses.
H. Primary Schools to serve the development. Each should be collocated with pre-school and nursery provision in a neighbourhood or local centre.
I. A secondary school with the facilities for joint community use.
J. Sports facilities to meet the needs of the population as identified in Preferred Option 24 ‘Sports Facilities’
K. A sports village as identified in Preferred Option 26 ‘Sports Village’
L. Principle Green Infrastructure Corridors based around the Ise and Nene Valleys. These should be multifunctional spaces wherever possible. They should link to the sub regional
green infrastructure corridors identified in the Core Spatial Strategy. Local open space and green infrastructure should also be linked to these areas.

M. A net gain in biodiversity, through improved long term management for existing habitats and new habitat creation. This will be most appropriately achieved through wet grassland and river restoration associated with the Rivers Nene and Ise.

N. The preservation and enhancement of the historic environment in particular Irthlingborough Grange and its setting and the setting of Chester Farm Scheduled Ancient Monument

O. A new Burial Site

P. no commercial development within 250m of the boundary of the Sidegate Lane Landfill Site unless it can be demonstrated that the proposal would not prevent or prejudice the use of the waste management site for the provision of waste facilities.

Q. no residential development within 500m of the boundary of the Sidegate Lane Landfill Site

To ensure that the area is planned comprehensively all development within the Sustainable Urban Extension should be compatible with the overall Master Plan for the area. Individual developments within the Sustainable Urban Extension should also make appropriate contributions to the infrastructural requirements of the development as a whole.

Proposals must satisfy the tests of the Habitats Regulations in respect of the Uppewr Nene Valley Gravel Pits pSPA/pRamsar and Nene Washes SPA/SAC. This should include an assessment of potential effects on water quantity and quality and disturbance to birds using the sites.

Other Options Considered

15.1.1.27 The main alternative considered was to not specify the detailed requirements but instead rely upon the general parameters set in the Core Spatial Strategy and the master planning process and associated studies (primarily Transport Assessment and Environmental Statement) to identify appropriate facilities and locations. It was however considered that sufficient studies have already been undertaken to identify these requirements and identifying them in the plan provides greater certainty for both the developer and the public. In addition many of these aspects have already been granted planning permission.

15.1.2 Wellingborough North

Background

15.1.2.1 Wellingborough North has been identified in the Core Spatial Strategy as the second Sustainable Urban Extension (SUE) for Wellingborough. Land to the north of Niort Way currently comprises pleasant agricultural land. The Harrowden Brook runs through the site and there are some significant areas of tree cover namely: Vivians Covert, Blackberry Fox Covert, Redhill
Spinney and the many mature trees of Great Harrowden Hall. Historic assets in the vicinity include the listed Wellingborough Grange, the site of a medieval village south of Great Harrowden and the Listed Harrowden Hall and grounds.

15.1.2.2 The area is within the Central Northamptonshire Plateaux and Valley Environmental Character Area (Northamptonshire’s Environmental Character and Green Infrastructure Suite is available at [http://www.rnrpenvironmentalcharacter.org.uk](http://www.rnrpenvironmentalcharacter.org.uk) with the area west of Blackberry Fox Covert being the Clay Plateau. This plateau is the prominent landform and is visible from a wide area. Between Great Harrowden and Wellingborough is a ridgeline and the land falls south towards the brook.

15.1.2.3 It is proposed that the Isham Bypass will be extended west of Great Harrowden to link to the A509 north of Park Farm Industrial Estate. A road link will also be required south of Great Harrowden connecting to the A509 at Redhill Grange.

15.1.2.4 Redhill Grange is currently an isolated residential area north of Northern Way, which has few community facilities and is relatively poorly connected to the reminder of the town. It is surrounded by agricultural land and is close to Finedon Road Industrial Estate. The industrial estate is one of the main employment locations for the borough.

15.1.2.5 All these key features of the site are shown in Figure 15.2 'Wellingborough North - Key Features'.
Site Boundary

Background

**15.1.2.6** The Core Spatial Strategy says that DPDs and masterplans should plan for the logical extent of the Sustainable Urban Extensions and associated infrastructure. This may involve some development beyond 2021. The preferred boundary has therefore been identified as the maximum extent of the developable area having regard to:
the need to prevent coalescence between the SUE and the Harrowdens
- the landform
- other site specific constraints

15.1.2.7 The boundary has been drawn so that most development should be below the ridgeline when viewed from Little Harrowden and the setting of Great Harrowden is protected. The area to the east of the A509 has been included so that there are opportunities for integrating the currently isolated Redhill Grange estate into the town. This will increase its sustainability.

15.1.2.8 The boundary has been drawn taking particular account of the views expressed at the workshop on 25th May 2006 and the work undertaken considering the degree of coalescence / separation between new and existing development edges and/or natural features. However it is noted that there were distinct differences between the groups. These differences form the basis of the alternative options considered to the preferred option.

15.1.2.9 The other piece of work which has been fundamental in determining an appropriate boundary is the landscape, cultural heritage and biodiversity sensitivity analysis undertaken as part of the North Northamptonshire Urban Extensions Study http://www.nnjpu.org.uk.

15.1.2.10 Wherever possible the boundary follows lines easily identifiable on the ground such as field boundaries. This however has not been possible along much of the northern edge as there are few natural features. Instead therefore a boundary has been identified for built development which follows the 90m contour. This should ensure that most development will not rise above the highest point of the ridge and therefore with appropriate landscaping should not be obtrusive in the wider landscape. The area identified as suitable for landscaping and sports and recreation uses has also been identified as it considered that this will help to soften the edge of the development when viewed from Little Harrowden and the countryside from the west of the site. The area between the SUE and Great Harrowden is defined as open countryside.

Preferred Option 54

Wellingborough North Boundary

The plan will identify a Wellingborough North Sustainable Urban Extension as shown on the draft Proposals Map

Other Options Considered

15.1.2.11 The Core Spatial Strategy requires that the logical extent of the SUE is identified, it was not therefore appropriate to only identify the development required within the plan period. The principle alterations to the boundary considered within the parameters were:

- the exclusion of land east of the A509 around Redhill Grange
The exclusion of the land to the west of the Great Harrowden to Wellingborough Link Road around Wellingborough Grange.

The extension of the area over the ridge towards Little Harrowden.

15.1.2.12 The options considered are broadly identified on a plan in the Sustainability Appraisal. Including the land around Redhill Grange will improve the sustainability of this residential area and the land west of the link road is well contained within the landform. Excluding either of these areas would result in too small a development to be considered to meet the requirements of a Sustainable Urban Extension as set out in the CSS. It would also be likely to make development of the SUE unviable and therefore undeliverable. Both these areas of land are considered suitable for development and should therefore be included within the boundary. Extending over the ridge towards Little Harrowden would however impact upon visual coalescence with Little Harrowden and development would be visible in the wider landscape. The preferred option therefore identifies the maximum acceptable area.

Phasing

Background

15.1.2.13 Broad phasing for this urban extension is set out in the Core Spatial Strategy Policy 7 and Figure 13. The site measures approximately 158 hectares. It is therefore estimated that the site could deliver in the region of 3000 dwellings together with the associated infrastructure and facilities. The Core Spatial Strategy envisages 2300 dwellings being delivered in the plan period, commencing in 2011.

15.1.2.14 Development must be accompanied by the appropriate infrastructure and services. The North Northamptonshire Outline Water Cycle Study identified that Broadholme Waste Water Treatment Works and its sewer catchment were at or near capacity with limited ability to accept additional development to that already committed. Further studies are underway to resolve these issues. No development will be permitted in advance of the comprehensive solutions being agreed.

15.1.2.15 Phasing of the development may also be affected by the need to provide additional road improvements across the town. In particular development will need to be closely coordinated with the delivery of the Isham Bypass and the Isham to Wellingborough improvements. It is currently anticipated that development will commence in 2012 and deliver 180 dwellings in the first year and then 360 dwellings per year until 2015 and 370 dwellings each year thereafter. The site should therefore deliver 3110 dwellings within the Plan period (see Appendix D. ‘Housing Trajectory’).

15.1.2.16 In order to ensure that the development proceeds in a logical and orderly way a phasing plan for the whole site will need to be agreed. This will ensure that all the provision of infrastructure, community facilities and services keeps pace with the house building. It is also considered important to ensure that as far as is reasonable growth extends from the town outwards and that brownfield land is prioritised.
Preferred Option 55

Phasing of Wellingborough North

No development will be permitted until the foul drainage, sewage treatment and water supply issues have been resolved, together with the provision of any other infrastructure requirements.

The plan will require the provision of a detailed development programme ensuring, as far as possible, an outward expansion of the existing built-up area, and that the provision of infrastructure and community facilities keeps pace with house building.

Other Options Considered

15.1.2.17 The Plan could include a detailed phasing programme, however due to the number of variables involved, this was considered unhelpful. Phasing is best agreed as part of a planning application.

Site Specific Development Principles

Background

15.1.2.18 The requirements for all SUEs in North Northamptonshire are set out within CSS Policy 16. This plan will therefore only deal with the more detailed site specific aspects of those parameters. In addition there is a North Northamptonshire Supplementary Planning Document (SPD) relating to Sustainable Design. The master plan for the SUE must be prepared having regard to these policies and guidance.

15.1.2.19 The master plan will need to create new communities that function as sustainable neighbourhoods and also integrate physically and socially with the rest of Wellingborough. It is expected that Wellingborough North will become a high quality distinctive place, that people will want to live, work and recreate in. It should be an attractive gateway to the town and bring benefits to the whole of the borough.

15.1.2.20 In order to develop a distinctive place, the master plan must have regard to the particular features on the site and reflect the character of the existing town. It will be particularly important to ensure that the character and setting of Great Harrowden is protected.

15.1.2.21 The preferred requirements set out below are based upon initial studies undertaken by the developer and following discussions with stakeholders.
Preferred Option 56

Wellingborough North Development Principles

The plan will require the master plan for Wellingborough North Sustainable Urban Extension to provide:

A. An area of 5 - 9ha as identified in the Employment Chapter for employment uses to meet the aims of the Technology Realm Initiative.
B. Retail facilities to meet day to day needs of people from the local area
C. Primary Schools to serve the development. Each should be collocated with pre-school and nursery provision in a neighbourhood or local centre.
D. Cycle routes and footpaths to link to the town-wide network and to the wider countryside.
E. Principle Green Infrastructure Corridors based around the Harrowden Brook and the ridgeline. These should be multifunctional spaces wherever possible. They should link to the sub regional green infrastructure corridors identified in the Core Spatial Strategy. More local open space and green infrastructure should also be linked to these areas.
F. Strategic Landscape and green infrastructure uses only in the area defined on Figure 15.3 'Wellingborough North - Development Principles' to include sports pitches and informal recreation uses
G. Sports and Leisure facilities as identified in Preferred Option 24 'Sports Facilities'
H. A net gain in biodiversity, through improved long term management for existing habitats such as Blackberry Fox Covert and new habitat creation. This will be most appropriately achieved through neutral grassland, wetland/meadow habitats associated with SUDs and increased woodland planting .
I. The preservation and enhancement of the historic environment in particular Wellingborough Grange and its setting and the setting of Great Harrowden Hall and gardens.

To ensure that the area is planned comprehensively all development within the Sustainable Urban Extension should be compatible with the overall Master Plan for the area. Individual developments within the Sustainable Urban Extension should also make appropriate contributions to the infrastructural requirements of the development as a whole.
Other Options Considered

15.1.2.22 The main alternative considered was to not specify the detailed requirements but instead rely upon the general parameters set in the Core Spatial Strategy and the master planning process and associated studies (primarily Transport Assessment and Environmental Statement) to identify appropriate facilities and locations. It was however considered that sufficient studies have already been undertaken to identify these requirements and identifying them in the plan provides greater certainty for both the developer and the public.

15.2 Chester Road

Background

15.2.1 This site was formerly occupied by the Saxby food manufacturing business. To the south is the Swanspool Brook and Castlefields park. The remainder of the site is predominantly surrounded by residential development. Access to the factory was provided off Chester Road, however Brook Street East also borders the site to the west and could also provide a secondary vehicular access. The southern edge of the site is within the flood risk zones 2 and 3 identified by the Environment Agency.
15.2.2 The site is well positioned in relation to the town centre and is located close to Midland Road which links the town centre to the railway station and Wellingborough East beyond. Given this unique position, and the environmental benefits afforded by the proximity to Castlefields, the site would represent an excellent opportunity for a high quality development. An outline application has been submitted for the site which, if permitted, would provide 175 dwellings with a mix of flats and houses at a density of around 70 dwellings per hectare.

### Preferred Option 57

**Chester Road**

The Plan will allocate the site for residential development. A comprehensive scheme, which incorporates the following key principles, will be required:

- Principal vehicular access from Chester Road;
- A pedestrian/cycle link to Midland Road;
- Pedestrian access to Castlefields, with the provision of a bridge across the Swanspool Brook; and
- A design concept which respects the character of the surrounding area and maximises the southern aspect by facing development onto the park.

### 15.3 Croyland Road

**Background**

15.3.1 This is the site of the town’s former swimming pool which closed in 2007 and has since been demolished. The site is located adjacent to Croyland Park and is bounded by the Swanspool Brook to the north west. Part of the site, which is owned by the Borough Council, is within the flood risk zones identified by the Environment Agency.

15.3.2 The Borough Council has undertaken consultation with local residents in order to determine how best to use the site in a way which benefits the community. A range of possible uses were suggested by the community including a sensory garden, outdoor sports facilities or a community hall. Subsequently, the Council has resolved to dispose of the site for a mix of supported housing for the elderly, the provision of medical facilities and community and leisure facilities. A further study is anticipated in order to investigate the potential for the community and leisure facilities. The site measures 0.7 hectares and if a third is developed for housing at 50 dwellings per hectare this would deliver 11 dwellings. Depending on the form of supported housing, however, it is possible that a higher number of units could be delivered.
Preferred Option 58

Croyland Road

The Plan will allocate the site for a mixed-use development. A comprehensive scheme will be required which should include provision for:

A. Supported housing for the elderly;
B. Medical facilities; and
C. Community and leisure facilities.

15.4 East of Eastfield Road

Background

15.4.1 The site is located to the rear of residential properties fronting Finedon Road to the north and Eastfield Road to the west. The main railway line defines the site’s eastern boundary with Mill Road defining the south. The area covers approximately 21 hectares and is characterised by a mixture of industrial uses and allotments. Past uses include mining for ironstone and a brickworks. Much of the land is now vacant, obsolescent or underused. The former quarry pit provides an interesting feature in the centre of the site which has become flooded. This site and the steep wooded slopes are both identified as a Potential Wildlife Sites.

15.4.2 The site is allocated for development in the adopted Borough of Wellingborough Local Plan under Policy U20. A development brief was prepared for the site and adopted as Supplementary Planning Guidance in February 2006. Many of the principles of the adopted policy and the brief remain valid and these form the basis of the preferred option below.

15.4.3 The site provides an exciting opportunity to improve a run-down area and provide a high quality development that respects existing residential amenities and provides a gateway to the new development to the east of the town.

Preferred Option 59

Land East of Eastfield Road

The Plan will allocate the site for development and will require a master plan to provide for the comprehensive planning of the whole site and which includes the following key principles:

A. A concept design based upon a network of streets and public squares, high quality architecture and landscape design, including imaginative public art and street furniture;
B. Principle access from Finedon Road and Eastfield Road with secondary access from Mill Road;
C. Provision for a north-south link road either east or west of the railway line;
D. Footpath and cycle links between Finedon Road and Mill Road;
E. Contributions to wider highway improvements in the area in particular improvements
to Eastfield Road and Mill Road and enhancement of public transport;
F. Retention of at least 2.5ha of allotments;
G. Improved services and management including a gated access for the retained
allotments;
H. Conservation of the existing lake and woodland area as publicly accessible open space
with an agreed long term management plan;
I. Retention of the trees subject to a Tree Preservation Order;
J. A neighbourhood recycling facility; and
K. A phasing programme to deliver all aspects of the scheme.

15.5 Land between Finedon Road and Nest Lane

Background

15.5.1 This site covers a large area (approximately 12ha) bordered by Nest Lane, the Finedon
Road Industrial Estate, Finedon Road and the new development off Burywell Road. It contains
a variety of uses including land that is occupied by two allotment associations - Ladywell and
Brook Farm. Whilst most of the allotments are well used, there are some areas currently leased
to the associations which are not in allotment use. To the north is the former Nest Lane sports
ground, which has not been used or maintained for pitches for a number of years. The properties
fronting Nest Lane have long back gardens and, in recent years, several planning applications
for development of these gardens has resulted in a number of cul-de-sac developments. The
remainder of the site is disused but includes under-used semi-natural scrub and small wooded
areas which could potentially be of wildlife value.

15.5.2 The Plan provides an opportunity to consider this site comprehensively and identify
areas which should be protected and those which could be developed. A comprehensive
approach would also ensure that land is not sterilised or left land-locked and that development
as a whole makes appropriate contributions towards infrastructure provision. A master plan,
based on a thorough understanding of the current usage of the site and the needs of the existing
and new communities, should be prepared. For example, development could potentially fund
improvements to the old playing fields or the allotments, if required.

15.5.3 Access could be shared between Nest Lane and Finedon Road, but must avoid direct
links that would encourage rat-running. Limited access from Hillside Road may also be
appropriate. Consideration could also be given to providing access through the sports field. The
overall transport strategy should investigate the possibility of regulating the use of Nest Lane
by way of traffic calming, changed priorities or possibly road closure techniques.
Preferred Option 60

Land between Finedon Road and Nest Lane

The Plan will allocate the site for mixed use development in accordance with a master plan for the area which must incorporate the:

A. retention of existing facilities and uses where there is a proven need;
B. protection and enhancement of areas of wildlife value; and
C. redevelopment of un-used or under utilised areas for residential development.

15.6 Park Farm Way/Shelley Road

Background

15.6.1 Residential development on this site would form a logical extension of the existing Shelley Road/Queensway housing area. The land is allocated for development in the adopted Borough of Wellingborough Local Plan (Policy U7). Whilst the site is greenfield, it is well contained by Park Farm Way, which would form a logical boundary to the development, and is located adjacent to the Sainsbury's supermarket on Northampton Road. The land is elevated with long views across the town and surrounding countryside. A stream runs along the northern and eastern boundaries with trees forming a linear park with biodiversity value. An established hedge with trees crosses the site aligned with a public footpath.

15.6.2 In 2007 a consultation event, involving several key stakeholders and supported by Natural England, was held in order to establish possible development principles for the site. The outcome of this ‘concept statement’ can be viewed on http://www.wellingborough.gov.uk/site/scripts/download_info.php?downloadID=885 and has been used to inform the preferred option for the site.

15.6.3 The development should provide physical and functional links between the new and existing communities, and should enhance the quality of the existing open space. Land adjacent to the supermarket should be used for new community facilities, possibly including a medical centre, which will create a new local centre for the area. The Local Education Authority has suggested that a new primary school may also need to be located within the site.

15.6.4 Principal access should be from Park Farm Way whilst a secondary access, intended to provide a more direct link back into the existing town, could be provided through the land adjacent to the supermarket or from Shelley Road. Park Farm Way will need to be widened to accommodate the wider growth of the town (refer Section 7. ‘Connectivity’) and the development will need to accommodate this, where required. The main routes within the development should be designed as a series of tree lined avenues and informal squares which incorporate measures which promote low speeds and prevent ‘rat-running’.
15.6.5 The linear park should be widened and developed with recreational spaces and new habitats including ponds and be used for sustainable drainage. The existing hedge should be retained and reinforced with further planting. A significant landscape buffer should be provided alongside Park Farm Way. An example of how the site could be developed is shown within the plan prepared as part of the concept statement event.

![Figure 15.4 Park Farm Way Shelley Road - Concept Statement](image)

15.6.6 The site measures approximately 28 hectares. Taking account of the need to provide open space and the various community and education facilities, it is anticipated that the site could yield approximately 700 dwellings at an average density of 35 dwellings per hectare.

15.6.7 The Swanspool Brook sewer serving the west of Wellingborough is approaching capacity and development in this location may increase the risk of sewer flooding. A recent waste water capacity study\(^{(3)}\) has identified the need for a new sewage pumping station in this general location together with a new sewer serving the west and north of Wellingborough. The location of the pumping station may have some impact on the development of this site, but this is not clear at this stage.

15.6.8 There was a mixed response at the issues and options stage to the inclusion of this site within the preferred options. Some respondents considered the site to be still suitable for development whilst others have pointed to the lack of delivery as a reason to exclude this site from the Plan and increase the scale of housing provision to be made within the sustainable urban extensions instead. In addition, concern has been raised about the possible impact of traffic arising from the development on the existing community.

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Preferred Option 61

Park Farm Way/Shelley Road

The Plan will allocate the site for mixed use development and will require a master plan which must incorporate the following key principles:

A. Principle access from Park Farm Way with secondary access either adjacent to the supermarket on Northampton Road or through Shelley Road;
B. Provision for the widening of Park Farm Way;
C. Community facilities, including a medical centre, adjacent to the supermarket to create a new local centre;
D. A primary school site of approximately 2 hectares;
E. A linear park based along the stream with increased opportunities for biodiversity enhancement;
F. A significant landscape buffer alongside Park Farm Way;
G. Retention and enhancement of the existing hedge that crosses the site;
H. High quality urban design that provides an attractive gateway to Wellingborough; and
I. A phasing programme to deliver all aspects of the scheme.

15.7 Windsor Road

Background

15.7.1 The site off Windsor Road lies adjacent to the A45. It is approximately 6.25ha in size and currently includes open space and former allotments. 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.

15.7.2 A water main cuts across the south-west corner of the site and measures will therefore need to be taken to provide for appropriate access to enable future maintenance. Anglian Water has advised that the water main has an easement strip of 12 metres which should be protected and kept free from built development and deep rooted planting.

15.7.3 The site, which is allocated for housing and open space in the adopted Local Plan, remains a preferred location for residential use and public consultation is currently (November 2009) being undertaken by Planning Aid with local residents in order to help determine a preferred option for the development of the land.
Preferred Option 62

Windsor Road

The Plan will allocate the site for residential development together with open space. Possible community benefits could include allotments, a play area and sports pitch provision.

15.8 Bourton Way

Background

15.8.1 This site off Bourton Way measures approximately 2.4ha and is currently an area of grassland. Whilst the site contains features of archaeological interest, it has been confirmed that the features could be appropriately conserved and would not prevent development taking place. Outline planning permission has been granted for residential development on the site subject to the signing of a S106 agreement. It is anticipated that the site could provide between 60 and 80 dwellings as well as a Local Equipped Area for Play (LEAP).

Preferred Option 63

Bourton Way

The Plan will allocate the site for residential development. Proposals must include:

A. The provision of a Local Equipped Area for Play (LEAP); and
B. A mitigation scheme to ensure the protection of archaeological remains.

15.9 200 Doddington Road

Background

15.9.1 This warehouse site, which is currently vacant, is approximately 0.71ha in extent and is accessed from Doddington Road and Spur Road. The site is located along a transport corridor and could accommodate approximately 35 dwellings at a density of 50 dwellings per hectare. There is a watercourse, which is part culverted, along the Doddington Road frontage which may present an opportunity to secure a net gain in biodiversity.
Preferred Option 64

200 Doddington Road

The Plan will allocate the site for residential development. Proposals must include:

A. A comprehensive scheme for dealing with any site contamination;
B. A minimum residential density of 50 dwellings per hectare; and
C. Enhancement of the watercourse.
16. Rural Site Specific Proposals

16.1 Churchill Road, Earls Barton

Background

16.1.1 The site of 0.5ha is located to the rear of 11 Doddington Road, a Grade II listed building. Due to the topography of the land, however, the site does not make a strong contribution to the setting of the listed building.

16.1.2 The land maintains northern views to open countryside from Churchill Road, and these view lines should be retained by the erection of bungalows on site. Due to its linear nature, it is unlikely that the site can be developed to its full capacity and a low density scheme, incorporating 3 or 4 dwellings, would be appropriate.

Preferred Option 65

Churchill Road, Earls Barton

16.1.3 The Plan will allocate the site for residential development which must include the following key principles:

A. Vehicular access from Churchill Road; and
B. A development of up to 4 bungalows

16.2 High Street, Earls Barton

Background

16.2.1 The site of 1.34 ha forms a linear parcel of land to the rear of properties along Tebbutts Yard and adjacent to the Earls Barton Recreation Ground. Access is from High Street.

16.2.2 The linear nature of the site restricts the development options. The most appropriate form of development would possibly be a single dwelling fronting the High Street with a vehicular access to the side of the dwelling and fronting a line of dwellings overlooking the Earls Barton Recreation Ground. It is anticipated that the site could accommodate approximately 10 dwellings.
Preferred Option 66

High Street, Earls Barton

The Plan will allocate the site for residential development which must incorporate the following key principles:

A. Principle vehicular access from High Street;
B. A development of approximately 10 dwellings;
C. A concept design which respects the character of the surrounding area and maximises the western aspect by facing development onto the park.

16.3 Milner Road, Finedon

Background

16.3.1 Located on the south-east corner of Milner Road, and comprising an area of approximately 1.9 hectares, the land was once subject to open cast ironstone working. The frontage was previously occupied by Orlit houses, now demolished, whilst the remainder of the site has been used for garages and a pony paddock. The land is allocated for residential development in the Borough of Wellingborough Local Plan (Policy FN2).

16.3.2 Residential development here is a natural infill of the existing built up area. Whilst the site could deliver approximately 70 dwellings at a density of 35 dwellings per hectare, the topography of the land suggests that the rear of the site is unlikely to be suitable for housing and the yield is, therefore, more likely to be in the order of 40-50 dwellings. Adequate landscaping, including native trees, should be incorporated along both the southern and main eastern site boundaries in order 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.

Preferred Option 67

Milner Road, Finedon

The Plan will allocate the site for residential development which must incorporate the following key principles:

A. Vehicular access from Milner Road; and
B. A comprehensive landscaping scheme, incorporating the steep gully to the rear of the site.
16.4 Museum Lodge, Mackworth Drive, Finedon

Background

16.4.1 Located on the north side of the village, Museum Lodge lies within an area of high conservation importance. The site is located to the rear of The Gatehouse, a Grade II listed building, as well as being opposite the Grade II listed ironstone walls which surround the church (Grade I) and the vicarage (Grade II*).

16.4.2 Due to the proximity of the site to a number of listed buildings and features, any development must be of a high quality in character with the spacious, well landscaped surrounds. A low density scheme of up to 4 dwellings is, therefore, appropriate.

Preferred Option 68

Museum Lodge, Mackworth Drive, Finedon

The Plan will allocate the site for residential development which must incorporate:

A. A concept design which utilises appropriate materials, such as ironstone, and respects the character of the surrounding area;
B. The retention of much of the hedge along Mackworth Drive; and
C. A spacious, low density scheme in well landscaped surrounds.

16.5 Vacant Warehouse, Thrapston Road, Finedon

Background

16.5.1 This warehouse site, which is currently vacant, is approximately 0.9 hectares in size and is located adjacent to residential development. At a density of 35 dwellings per hectare, the site could accommodate approximately 30 dwellings. A contamination survey must be carried out to assess any redevelopment risks to housing development from past industrial uses. Adequate landscaping, including native trees, should be incorporated along the Thrapston Road boundary and should form part of a comprehensive scheme submitted as an integral part of the development proposal.
Preferred Option 69
Vacant Warehouse, Thrapston Road, Finedon

The Plan will allocate the site for residential development. A contamination survey, and measures to mitigate any potential problems arising from past uses, will be required.

16.6 High Street, Wollaston

Background

16.6.1 The site is within the curtilage of the R.Griggs Ltd site that fronts onto Cobbs Lane and runs along the rear of dwellings fronting the High Street where another entrance and car park, which houses a small shop and museum, is located. Approximately 1.73 hectares of land at the southern end of the site is under-utilised. At a density of 35 dwellings per hectare, and allowing for the retention of the mature trees around the boundary, it is estimated that the site could accommodate approximately 55 dwellings.

Preferred Option 70
High Street, Wollaston

The Plan will allocate the site for residential development which must provide for the retention of the mature trees within and adjoining the boundaries of the site.
17. Implementation and Monitoring

Implementation

17.0.1 The Government’s vision for planning, as set out in the Planning White Paper ‘Planning for a Sustainable Future’ (2007), is for a system which ‘supports vibrant, healthy sustainable communities, promotes the UK’s international competitiveness, and enables the infrastructure which is vital to our quality of life to be provided in a way that is integrated with the delivery of other sustainable development objectives, and ensures that local communities and members of the public can make their views heard’. This is a recognition that there is more to creating sustainable communities than providing housing and employment. The challenge for the planning system and those involved in its preparation is predicated on the transition from land use planning to spatial planning, with ‘place shaping’ at its centre.

17.0.2 To succeed in this very ambitious role, planning needs to have a major influence on the delivery of services by a broad range of partner organisations, agencies and other providers. Change will primarily be delivered through development of the right quality, guided to the right place and supported by the right infrastructure. This requires planning authorities and their partners to work closely with developers to achieve their vision. To do this successfully it will be essential to have a well-considered infrastructure plan in place which demonstrates what is needed, where, when and how it will be provided. Ensuring that the Plan is deliverable is one of the key tests of soundness and infrastructure planning is a key component in ensuring deliverability.

17.0.3 In North Northamptonshire, the North Northants Development Company (NNDC) is working with partners to ensure delivery of the key infrastructure required to support the implementation of the Core Spatial Strategy. The most recent infrastructure plan is the North Northamptonshire Programme of Delivery October 2008 (http://www.nndev.co.uk/downloads/NNDC-programme-of-development-october-2008.pdf). Many of the infrastructure requirements of the Plan are included in that programme, but there will also be a need for additional local requirements. The Borough Council will, therefore, work with NNDC and the Local Strategic Partnership to determine the best way of ensuring that infrastructure requirements are planned and delivered. A Wellingborough Programme of Delivery, which will inform the review of the North Northamptonshire programme, is being prepared and consultation on the Plan therefore provides an opportunity to influence the content of the programme.

17.0.4 A key potential barrier to the implementation of the Plan will be financial resources. Public money is limited and unlikely to increase substantially over the short term. However strong commitment is needed from key public agencies to support the infrastructure required to deliver sustainable communities. Developers will also be required to fund infrastructure and associated improvements through Section 106 agreements (planning obligations) or possibly through the introduction of a ‘Community Infrastructure Levy’. The North Northamptonshire Joint Planning Unit (NNJPU) is in the process of preparing a Supplementary Planning Document on...
'Developer Contributions' and the Borough Council has also prepared a guidance note covering more local facilities, services and requirements that are more generally the responsibility of the Borough Council.

17.0.5 The key infrastructure requirements to deliver the Plan will include:

Transport

- A509 Isham Bypass
- A509 Isham to Wellingborough Improvements (IWIMP)
- A509 Park Farm Way dualling
- Hardwick Road upgrade
- A5193 Harrowden Road improvements
- Wellingborough Station to IWIMP strategic transport corridor
- Wellingborough East Route 4
- Wellingborough East Route 2
- Wellingborough East Route 6
- Wellingborough East Route 7
- Eastern Distributor Road
- A45 Chown's Mill Junction
- A45 Stanwick to Thrapston Dualling and Junctions
- A45 Wilby Way Way Junction
- A14 Kettering Bypass
- Eastern Rail Additional Capacity
- Inter urban bus network

Utilities

- Electricity Primary Substation Wellingborough East
- Electricity Primary Substation Wellingborough North
- Wellingborough Floodrisk Protection
- Ise Valley Pumping Station improvements
- Broadholme Sewage Treatment Works
- Wing Water Treatment Works Upgrade
- Waste collection and recycling facilities

Sport and Culture

- Wellingborough Sports and Leisure Village
- Sports pitches and facilities
- Allotments
- Play areas
- Community centres
- Public art
Implementation and Monitoring

Education

- New secondary school - Wellingborough East
- Two or possibly three new primary schools - Wellingborough East
- Two new primary schools - Wellingborough North
- Enlarging local schools or relocating an enlarged neighbouring school - Park Farm Way Shelley Road

Health and Social and Emergency Care

- Expanded facilities at Isebrook Hospital
- New health centre provision in Wellingborough East and Wellingborough North
- New health centre provision on the west side of Wellingborough
- New police facilities
- Expansion or relocation of fire and rescue service
- Affordable Housing
- Skills and retraining of workforce

Green Infrastructure

- Sub regional Green Infrastructure corridors as identified in the Core Spatial Strategy
- Local Green Infrastructure Corridors
- Cycle routes

Other Options Considered

17.0.6 As part of ensuring deliverability of the Plan some level of infrastructure planning is essential. The only alternatives therefore relate to how the infrastructure planning is delivered, whether for example it forms part of the plan, becomes a Supplementary Planning Document or becomes part of the North Northants Programme of Development.

Monitoring

17.0.7 Review and monitoring are key aspects of the Government's 'plan, monitor and manage' approach to the planning system. They are crucial to the successful delivery of the spatial vision and objectives of the Local Development Framework and should be undertaken on a continuous, pro-active basis. The Borough Council is required (1) to produce an Annual Monitoring Report (AMR) in order to assess:

- the implementation of the Local Development Scheme (LDS)
- the extent to which policies in plans are being achieved

1 Regulation 48 of The Town and Country Planning (Local Development) (England) Regulations, 2004
The Government has identified a number of Core Output Indicators which must be included in the AMR in order to provide a consistent and cost effective approach to data collection across the regions and at a more local level. These indicators, which are listed in the following table, measure a number of national planning policy and sustainable development objectives appropriate to local and regional policy.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Indicator</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD1</td>
<td>Total Amount of additional employment floorspace - by type</td>
<td>To show the amount and type of completed floorspace (Use Classes B1(a), (b) and (c), B2 and B8) gross and net</td>
</tr>
<tr>
<td>BD2</td>
<td>Total amount of employment floorspace on previously developed land - by type</td>
<td>To show the amount and type of completed employment floorspace (gross) coming forward on previously developed land</td>
</tr>
<tr>
<td>BD3</td>
<td>Employment land available - by type</td>
<td>To show the amount and type of employment land available</td>
</tr>
<tr>
<td>BD4</td>
<td>Total amount of floorspace for 'town centre uses'</td>
<td>To show the amount of completed floorspace (gross and net) for town centre uses (Use Classes A1, A2, B1a and D2) within (i) town centre areas and (ii) the local authority area.</td>
</tr>
<tr>
<td>H1</td>
<td>Plan period and housing targets</td>
<td>To show the planned housing period and provision</td>
</tr>
<tr>
<td>H2(a)</td>
<td>Net additional dwellings - in previous years</td>
<td>To show recent levels of housing delivery</td>
</tr>
<tr>
<td>H2(b)</td>
<td>Net additional dwellings - for the reporting year</td>
<td>To show levels of housing delivery for the reporting year</td>
</tr>
<tr>
<td>H2(c)</td>
<td>Net additional dwellings - in future years</td>
<td>To show likely future levels of housing delivery</td>
</tr>
<tr>
<td>H2(d)</td>
<td>Managed delivery target</td>
<td>To show how likely levels of future housing are expected to come forward taking into account the previous years performance</td>
</tr>
<tr>
<td>H3</td>
<td>New and converted dwellings - on previously developed land</td>
<td>To show the number of gross new dwellings being built upon previously developed land</td>
</tr>
<tr>
<td>Ref</td>
<td>Indicator</td>
<td>Purpose</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>H4</td>
<td>Net additional pitches (Gypsy and Traveller)</td>
<td>To show the number of Gypsy and Traveller pitches delivered</td>
</tr>
<tr>
<td>H5</td>
<td>Gross affordable housing completions</td>
<td>To show affordable housing delivery</td>
</tr>
<tr>
<td>H6</td>
<td>Housing Quality - Building for Life Assessments</td>
<td>To show the level of quality in new housing development</td>
</tr>
<tr>
<td>E1</td>
<td>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</td>
<td>To show numbers of developments which are potentially located where (i) they would be at risk of flooding or increase the risk of flooding elsewhere and, (ii) adversely affect water quality</td>
</tr>
<tr>
<td>E2</td>
<td>Change in areas of biodiversity importance</td>
<td>To show losses or additions to biodiversity habitat (including sites of international, national, regional, subregional or local significance)</td>
</tr>
<tr>
<td>E3</td>
<td>Renewable energy generation</td>
<td>To show the amount of renewable energy generation by installed capacity and type</td>
</tr>
</tbody>
</table>

Table 17.1 Core Output Indicators

17.0.9 In addition to the Core Output Indicators (above), targets and indicators will be identified in the Plan and monitored in the Annual Monitoring Report. These will show whether policies and proposals have been met or progress is being made towards meeting them or where they are not being met or not on track to being achieved, the reasons why.

17.0.10 The authorities across North Northamptonshire are working together to produce a composite Annual Monitoring Report for the whole of the area. Initially this will focus primarily on the Core Output Indicators together with targets and indicators monitored by the individual authorities.

**Preferred Option 71**

**Monitoring**

The Plan will identify targets and indicators in order to enable the effectiveness of the Plan to be monitored.
Other Options Considered

17.0.11 Monitoring is a requirement of the planning system. Whilst the Preferred Option could include draft targets and indicators. This could, however, lead to abortive work if the preferred options in this document are not reflected in the policies and proposals of the Plan when it is submitted to the Secretary of State for Examination. Greater detail will also be included in the submitted Plan, enabling more focused targets and indicators to be identified.
A. Consultation Undertaken

Consultation Document: The Issues and Options Paper

In February 2006 the Council published an 'Issues and Options' paper (see: http://www.wellingborough.gov.uk/site/scripts/download_info.php?downloadID=481) which set out initial ideas about the issues and challenges that need to be addressed and some possible options. Comments on the Issues and Options paper were invited up until 31st March 2006.

During the consultation period a number of events were held, as indicated below:

Issues and Options Consultation Event

A workshop was held in the Tithe Barn on the 2nd March 2006, organised jointly with the Local Strategic Partnership (Wellingborough Partnership). The aim of the workshop was to explain the plans for the area, including the content of the Issues and Options paper, and provide people with the opportunity to comment on some of the issues and options facing the Borough. A summary of the event is available from: http://www.wellingborough.gov.uk/downloads/Issues_Event_2nd_March_06.pdf

Rural Issues and Options Consultation Event

A workshop was help at the Tithe Barn on 16th March 2006 organised jointly with the Wellingborough Partnership. The aim of the workshop was similar to the above but concentrated more upon the rural area and its issues. A summary is available at: http://www.wellingborough.gov.uk/downloads/Rural_Workshop.pdf


The workshop aimed to identify the role that Wellingborough should have within North Northamptonshire by 2021 and to specify actions that need to be taken to achieve this. Specifically, the workshop aimed to identify how the sustainable urban extensions to the east and north of the town could contribute to achieving the identified role. Details of the event are available from: http://www.wellingborough.gov.uk/SUEs

Parish Council Consultation

In September 2006 a questionnaire was sent to all Parish Councils. The purpose of the consultation was to know what vision the Parish Council's had for their area over the next 15 years or so. The Parish Council's were asked a number of questions relating to housing, Village Boundaries, employment, community facilities, cycling and open space
Responses Received

A summary of other representations received during the consultation on the Issues and Options paper is available at: http://www.wellingborough.gov.uk/site/scripts/download_info.php?fileID=1125. These representations, together with other responses and workshop summaries, have been used to inform the Preferred Options.
B. Evidence Base

The following list includes documents that relate to Northamptonshire, North Northamptonshire or the Borough of Wellingborough and form part of the evidence base for the Site Specific Proposals DPD

**Biodiversity**


**Employment**


**Environmental Character and Green Infrastructure**


**Flood Risk**


**Housing**

Evidence Base

- Northamptonshire Gypsy and Traveller Accommodation Assessment (2008), Fordham Research
- Background Report - Wellingborough Town housing allocation methodology and site selection (2009)
- Background Report - Wellingborough rural housing allocation methodology and site selection (2009)

Open Space/Sports Facilities

- Planning for Open Spaces, Sport and Recreation (2005)
- Sports Facilities Strategy - the provision of built facilities for sports and recreation in the Borough (2008)

Retail

- Wellingborough Sustainable Expansion Areas - Appropriate Retail Provision (May 2008)

Settlement Hierarchy

- Background Report - Rural Settlement Hierarchy (2009)

Transport

- Northamptonshire County Council Accession Software
C. Glossary

Annual Monitoring Report (AMR)

A report which the Borough Council is required to prepare showing progress in preparing Development Plan Documents against targets in the Local Development Scheme, and monitoring the implementation and effectiveness of policies and proposals in Development Plan Documents.

Biodiversity

The variety of life in all its forms.

Borough of Wellingborough Local Plan

See 'Local Plan'

Brownfield (previously developed) Land

Land previously developed for another purpose and occupied by a permanent structure and associated fixed surface infrastructure. A full definition can be found in Annex C to PPG3 (Housing).

Carbon Sinks

Atmospheric carbon in the form of carbon dioxide is captured and stored in living (trees and other vegetation) or non living reservoirs (soil, geological formations, oceans, wood products). Land uses which absorb and store carbon over long periods of time ('carbon sinks') may help to offset carbon dioxide emissions, at least in the short to medium term.

Community Plan

A plan prepared by the Local Strategic Partnership which sets out out a 5 year vision for the area.

Comparison Retail

Comparison retailing is the form of shopping provision that is made up of items not usually purchased on a frequent basis. It includes items such as clothing, footwear, household and recreational goods.

Conservation Area

Conservation Areas are areas of special architectural or historical interest, the character of which it is desirable to preserve and enhance. An area that meets the standards for designation can be designated by the Borough Council as a Conservation Area.
Convenience Shopping

Convenience retailing is the provision of everyday essential items including food, drinks, newspapers/magazines and confectionery.

Core Spatial Strategy

The Development Plan Document (DPD) that sets out the key elements of the planning framework for the Borough. It comprises a spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation framework with clear objectives for achieving delivery. Once adopted, all other DPDs must be in conformity with it. The North Northamptonshire Core Spatial Strategy was adopted in 2008.

Development Plan

The statutory development plan is the starting point in the consideration of planning applications. It consists of the Regional Spatial Strategy and Development Plan Documents.

Development Plan Documents (DPD)

These are the documents that form part of the Local Development Framework and that must be taken into account in determining planning applications. Development Plan Documents must be subjected to independent examination before being adopted. Types of DPD include the Core Spatial Strategy; Site Specific Allocations and Area Action Plans.

Environmental Impact Assessment (EIA)

The term describes a procedure that must be followed for certain types of project before they can be given planning permission. The procedure is a drawing together in a systematic way an assessment of a project's likely significant environmental effects.

Examination

All Development Plan Documents (DPD) must be submitted to the Secretary of State for Public Examination in other to assess the 'soundness' of the plan. An inspector appointed to conduct the Public Examination will consider all of the written representations made (which may be supplemented through oral evidence presented to the inspector). The presumption will be that a DPD is sound unless it is shown to be otherwise as a result of evidence considered at the Public Examination. Further information on examinations of DPDs can be found in PPS12 (Local Spatial Planning).

Greenfield Land

Land upon which there has not been any previous development (i.e. the antithesis of brownfield land).
Highway Authority

Northamptonshire County Council is the Highway Authority for Wellingborough. The Highway Authority is responsible for adopting, maintaining, designing, making safe and constructing all roads, footways and public rights of way other than trunk roads and motorways which are looked after by the Highways Agency.

Joint Planning Unit (JPU)

The North Northamptonshire Joint Planning Unit is a local partnership between Corby, Wellingborough, Kettering and East Northamptonshire councils and Northamptonshire County Council. Its key responsibility is to prepare and review the Core Spatial Strategy. The JPU reports to a Joint Planning Committee made up of three elected members from each of the councils.

Listed Building

The Government designates and maintains lists of buildings of special architectural or historic interest. Once a building is listed, consent is required from the Borough Council for its demolition, in whole or in part, and for any works of alteration or extension which would affect its character as a building of special architectural or historic interest. It is a criminal offence to carry out such works without consent. Controls apply to all works, both external and internal, that would affect a building’s special interest, whether or not the particular feature concerned is specifically mentioned in the list description.

Local Development Documents (LDD)

These documents can be either Development Plan Documents (DPDs) or Supplementary Planning Documents (SPDs).

Local Development Framework (LDF)

This is a portfolio of documents which includes the Local Development Scheme, the Annual Monitoring Report, the Statement of Community Involvement, Development Plan Documents and Supplementary Planning Documents.

Local Development Scheme (LDS)

This document sets out which Development Plan Documents are to be prepared over a 3 year time period and includes a timetable for their preparation. The LDS is reviewed annually in light of the Annual Monitoring Report.
Local Plan

A document produced under the old planning system that set out all the council’s policies on the development and change of use of land and buildings. The existing Borough of Wellingborough Local Plan was adopted in April 1999 and an alteration, mainly dealing with housing and employment in the town, was adopted in March 2004. Several of the policies have been 'saved' (i.e. retained) until replaced by new policies in the Local Development Framework.

Local Planning Authority (LPA)

The Borough Council is the local planning authority for the Borough and has planning powers for all development in its administrative area with the exception of: minerals and waste disposal, which is the responsibility of the County Council, and the preparation of the Core Spatial Strategy, which is the responsibility of the North Northamptonshire Joint Planning Committee.

Local Strategic Partnership (LSP)

A local partnership of businesses, voluntary organisations, community groups and public organisations charged by central Government with the statutory duty to prepare a community strategy for a particular locality. The LSP for Wellingborough is known as the Wellingborough Partnership.

Local Transport Plan (LTP)

The statutory long-term transport strategy for the county and five year action plan which is used by the Department for Transport (DfT) to allocate funds for local transport improvements. Prepared by Northamptonshire County Council.

Minerals and Waste Development Framework

The strategy for minerals and waste related development prepared by Northamptonshire County Council. It comprises a portfolio of plans which will each cover distinct matters but may not necessarily be prepared at the same time. The plans include a Core Strategy, a site specific allocations plan and a Proposals Map.

North Northamptonshire Core Spatial Strategy (CSS)

See 'Core Spatial Strategy'

North Northamptonshire Development Company (NNDC)

The delivery vehicle set up to manage and drive the growth and regeneration planned for North Northamptonshire.

North Northamptonshire Joint Planning Committee and Joint Planning Unit (JPU)

See 'Joint Planning Unit'
Planning Policy Guidance (PPGs)

Old-style statements of Government planning policy and best practice produced prior to the 2004 Planning and Compulsory Purchase Act. PPGs are being superseded by Planning Policy Statements (PPSs).

Planning Policy Statements (PPSs)

Statements of Government planning policy produced since the introduction of the Planning and Compulsory Purchase Act 2004. PPSs are slowly replacing Planning Policy Guidance.

Proposals Map

This is the map which illustrates site specific proposals or policies in the Development Plan.

Regional Spatial Strategy (RSS)

The Regional Spatial Strategy (RSS) sets the strategic context for development across the region, including setting the level of new housing to be accommodated. The RSS for this area is the Regional Spatial Strategy for the East Midlands (RSS8) which was adopted in March 2009. This plan is currently under review.

Rural Exceptions Sites

Sites solely for affordable housing on land where planning permission would not normally be granted for development.

Soundness (tests of)

The inspector at an examination must ensure that a Development Plan Document is 'sound'. This means it must be justified, effective and consistent with national policy. Further clarification is provided in PPS12.

Spatial Planning

The new remit for the town planning system since the 2004 Planning and Compulsory Purchase Act. Broader than land-use planning. LDFs should not just be concerned with the physical aspects of location and land use but also economic, social and environmental matters. The LDF should include policies which can impact on land-use but which are not capable of being delivered solely or mainly through the grant of planning permission and which may, therefore, be implemented by other means.

Statement of Community Involvement (SCI)

This sets out the Council's policy on involving the community in policy-making and planning applications. The SCI was prepared by the Joint Planning Unit for all of North Northamptonshire and was adopted in October 2006.
Strategic Environmental Assessment (SEA)

Required under the terms of the European directive 2001/42/EC for "environmental assessment of certain plans and programmes, including those in the field of planning and land use". Undertaken in conjunction with the Sustainability Appraisal

Supplementary Planning Document (SPD)

A Local Development Document which is part of the Local Development Framework but does not form part of the statutory Development Plan. Supplementary Planning Documents elaborate upon policies and proposals in a Development Plan Document or 'saved' Local Plan and can include development briefs and guidance.

Supplementary Planning Guidance (SPG)

Guidance which elaborates upon policies and proposals in the Development Plan prepared prior to the introduction of the Planning and Compulsory Purchase Act 2004. Supplementary Planning Guidance can not be 'saved' but can still be relevant if related to a policy or proposal in a 'saved' Local Plan or a Development Plan Document.

Sustainability Appraisal (SA)

An assessment of the impact that policies and proposals contained within a Development Plan Document could have on the environment, economy and society. SA is an iterative process and is used to improve the sustainability of a Development Plan Document.

Sustainable Drainage Systems (SuDS)

Alternatives to the traditional way of managing runoff from buildings and hardstandings. They are designed to improve the rate and manner of absorption by water of hard and soft surfaces, in order to reduce the total amount, flow and rate of surface water that runs directly through stormwater systems.

Urban Cooling

Moderating high summer temperatures through, for example, the layout of urban open space and shading from trees. Climate change will exacerbate the temperature gradient that rises from the rural fringe and peaks in city centres. This is described as the 'urban heat island' because the warmer urban air lies in a 'sea' of cooler rural air.
<table>
<thead>
<tr>
<th>Year Period</th>
<th>Existing Commitments April 2009</th>
<th>Wellingborough Town</th>
<th>Other urban sites (10+) with planning April 2009</th>
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## Villages: Rural sites (10+) with planning permission April 2009

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<thead>
<tr>
<th>Site Name</th>
<th>Road Name/Address</th>
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<tbody>
<tr>
<td>Mandalin House</td>
<td>Irthlingborough Road</td>
</tr>
<tr>
<td>Prince of Wales, 42</td>
<td>Croyland Rd</td>
</tr>
<tr>
<td>Church Lane, Bozeat</td>
<td>R/Shettons Factory, 97, Eastfield Rd, Wollaston</td>
</tr>
<tr>
<td>R Griggs &amp; Co Ltd</td>
<td>Limited, Station Road, Irchester</td>
</tr>
<tr>
<td>Tower Boot Co Ltd</td>
<td>Wellingborough Road Finedon</td>
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</table>

<table>
<thead>
<tr>
<th>Site Specific Proposals Development Plan Document - Preferred Options</th>
<th>Preferred Sites</th>
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<tr>
<td>East of Eastfield Rd</td>
<td>Stanton Cross (additional capacity)</td>
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<td>Preferred Sites</td>
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<td>Additional Sites</td>
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<td>permission (×)</td>
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## Site Specific Proposals Development Plan Document - Preferred Options

### Housing Trajectory

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<th>Site Specific Proposals</th>
<th>Development Plan Document</th>
<th>Preferred Options</th>
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<td>Land btw 20 Mackworth Drive &amp; Gate Hse, Finedon</td>
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<td>Townside Farm, Finedon</td>
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<td>Milner Rd, Finedon</td>
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<td>Churchill Rd, Earls Barton</td>
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### Site Specific Proposals Development Plan Document - Preferred Options

<table>
<thead>
<tr>
<th>Park Farm Way / Shelley Rd</th>
<th>Windsor Rd</th>
<th>Wellingborough North</th>
<th>Burton Way</th>
<th>Chester Road</th>
<th>Hardwick Park</th>
<th>Finedon Road / Nest Lane</th>
<th>Doddington Rd / Spur Rd</th>
<th>Midland Road</th>
<th>Croyland Road</th>
<th>Villages</th>
<th>Site Specific Proposals</th>
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</tbody>
</table>

NOTE: (*) 290 dwellings on small sites (≤10) with planning permission and either under construction (30) or not started (260) at April 2009. Assume that these are built within the next three years.

(**) 267 of the dwellings on small sites are on previously developed land, which averages out at 88 per annum between 2009/10 and 2011/12.