

## Proposed Main Modifications to the Plan for the Borough of Wellingborough

This Schedule sets out the proposed 'Main Modifications' to the Plan for the Borough of Wellingborough, which was submitted to the Secretary of State for Examination on 30 January 2018. The proposed Main Modifications have arisen during the examination process, including discussion at the examination hearings, and following public consultation, ending on 21 August 2018.

New text is shown underlined and deleted text is shown ~~struck through~~. The Schedule includes all changes other than minor typographic or factual corrections which are shown in the Schedule of Minor Modifications and changes to the Policies Map which are shown in a separate schedule (Appendix 2).

REF	Policy/Para	Modification Proposed
MM1	Para 5.1.5	<p>Amend paragraph 5.1.5 to read:</p> <p>Wellingborough has two SUEs currently in progress that will contribute new green infrastructure to the existing network. <u>The approved masterplans for both these sites have been designed to connect to the existing network and provide important new multifunctional green corridors throughout the developments.</u> A key expanse of new GI will be delivered by the Wellingborough East SUE, which will create parks, access routes and new habitat along the River Ise <u>as well as green links that permeate the development.</u> The Wellingborough North SUE will create new GI along the ridgeline north of the town <del>and current plans indicate that this</del> <u>which</u> will connect to the north of Park Farm Industrial Estate and another corridor along the brook. <u>Additional green links connect these main corridors within the development.</u> <u>The development principles for both SUEs are set out in Policy Site 1 and Policy Site 2.</u></p>
MM2	Para 5.1.7	<p>Add to paragraph 5.1.7:</p> <p><u>The intention is to ensure that the integrity of the overall GI network is not compromised by inappropriate development and land management. The integrity of the GI corridors should be retained through positive place shaping considerations for both people and biodiversity to enhance and invest in the natural capital of the area. It is envisaged that this is achievable on all developments that may be within or near to corridors through a range of design features that are most relevant to that site and location and often act as drivers for the design of the place. Where development is planned within or in close proximity to a GI corridor, it should become an integral feature to the design and 'identity' of the development site to ensure that the connectivity of the network for both public benefit and biodiversity is retained and enhanced. Green infrastructure corridors should be multifunctional spaces that reflect and enhance the character of the local environment and also operate at a landscape scale across the town as a whole.</u></p> <p><u>In cases where there is an unavoidable need to trade off existing GI assets to meet social and economic needs, this should be offset by appropriate mitigation and compensation measures to enhance the functionality of other GI assets</u></p>

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		<u>elsewhere within the GI network. However, some semi-natural habitats, such as ancient woodlands, are irreplaceable and need protection and appropriate connections between spaces need to be maintained.</u>
MM3	Policy GI 1	<p>Amend Policy GI 1 to read:</p> <p>Development must be designed to protect and enhance existing Green Infrastructure networks, and the connections between them where possible.</p> <p>Local GI corridors within Wellingborough town as identified on the Policies Map, will be priorities for investment and improvement. These will be <del>safeguarded</del> <u>protected</u> and enhanced by:</p> <p>A. ensuring that new development will not compromise the integrity of the green infrastructure network;</p> <p>B. ensuring new development <u>maintains existing and where appropriate</u> provides appropriate connections to the existing green corridors;</p> <p>C. ensuring that wherever possible new open space connects to or is provided within the green infrastructure corridors;</p> <p>D. prioritising investment in enhancement of open space, sport and recreation in green infrastructure corridors; and</p> <p>E. using developer contributions to facilitate improvements to their quality.</p> <p>In the rural areas Local GI corridors will be <del>safeguarded</del> <u>protected</u> and enhanced. Opportunities to connect these corridors into the wider GI network will be supported.</p>
MM4	Para 5.2.7	<p>Amend second sentence of Paragraph 5.2.7 as outlined below:</p> <p><i>'Sites with closed access (e.g. private <u>garden</u> land) from any of these typologies are not identified as Local Open Space.'</i>.....</p>
MM5	Policy GI 4 and GI 5	<p>Add a new paragraph after Policy GI5 to read:</p> <p><u>The council intends to produce an Open Space, Sport and Recreation Supplementary Planning Document to provide further guidance in relation to Policies GI 4 and GI 5 including how developer contributions will be sought.'</u></p>

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MM6	Para 7.3.2	<p>Amend paragraph 7.3.2 to read:</p> <p><del>Full details of the housing land supply including existing commitments and the allocations from this plan are set out in the Housing Land Supply background paper (v). The housing trajectory is set out in Appendix A. A summary of the housing land supply for the borough, which includes that coming through made and emerging Neighbourhood Plans is provided below.</del></p>
MM7	Para 7.3.4	<p>Amend paragraph 7.3.4 to read:</p> <p><del>The Housing Land Supply background paper also sets out the five year supply position for the borough. This identifies a 6.7 year supply for the period 2018/19 to 2022/23. The five year housing land supply position is set out in Appendix A. This identifies a 6.04 year supply for the period 2018/19 to 2022/23.</del></p>
MM8	Para 7.4.19	<p>Amend paragraph 7.4.19 to read:</p> <p><del>In order to ensure a variety of sites are available for self-build and custom build, the council will seek the provision of a proportion of serviced <u>the</u> plots on sites of 50 dwellings or more or 1.4ha or more site area that come forward either as allocations in the plan or as windfall sites <u>to make provision for self-build and custom build plots. These</u> There are a variety of ways of delivering these plots and this should be discussed and agreed with the council, different approaches will suit different sites and developers. Serviced building plots for self-build should be offered for sale on the open market. The council will <del>also</del> notify those on the register of their availability <u>of self-build and custom build plots</u>. Plots could be covered by Design Codes on larger sites. Serviced Sites <u>plots</u> which have been appropriately marketed at a prevailing market value and which have not been sold after 6 months could be built out by the developer. <u>In determining the appropriate level and type of self-build and custom build the council will have regard to evidence of need, the nature of the development and the viability of the development. Schemes solely for flats or apartments will not be expected to make any provision towards self-build or custom build plots.</u></del></p>
MM9	Policy H 5	<p>Amend Policy H5 to read:</p> <p><b>Policy H 5 Self-build and Custom Housebuilding</b></p> <p><del>On sites of 50 or more dwellings or 1.4ha or more site area, the local planning authority will seek the provision of 5% of the plots <u>should to</u> be made available for sale as serviced building plots <u>as self-build or custom build plots</u>. The provision will take account of:</del></p>

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		<ul style="list-style-type: none"> <li>• <u>evidence of local need;</u></li> <li>• <u>the nature of the development proposed; and</u></li> <li>• <u>the viability of the development.</u></li> </ul> <p><u>Serviced building plots which have been appropriately marketed at a prevailing market value and which have not been sold after 6 months can be built out by the developer.</u></p>
MM10	Policy TC8	<p>After Paragraph 9.6.1.4 add new paragraph to read:</p> <p><u>There is an existing sewer in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.’</u></p> <p>Add new criterion to Policy TC 8:</p> <p><u>C. the safeguarding of suitable access for the maintenance of foul drainage infrastructure.</u></p>
MM11	Policy TC9	<p>After Paragraph 9.6.2.3 add new paragraph to read:</p> <p><u>There is an existing sewer and water main in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.</u></p> <p>Add new criterion to Policy TC 9:</p> <p><u>D. the safeguarding of suitable access for the maintenance of water supply and foul drainage infrastructure.</u></p>
MM12	Policy TC10	<p>After Paragraph 9.6.3.3 add new paragraph to read:</p> <p><u>There is an existing sewer and water main in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert</u></p>

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		<p><u>Anglian Water's existing assets may be required.</u></p> <p>Add new criterion to Policy TC 10:</p> <p><u>C. the safeguarding of suitable access for the maintenance of water supply and foul drainage infrastructure.</u></p>
MM13	Policy Site 1	<p>Amend Policy Site 1 (Wellingborough East) to read:</p> <p><u>Proposals w</u><u>Within Wellingborough East, as identified on the Policies Map, the approved Masterplan identifies a range of land uses, open space and transport routes and their relationship both to each other and to the existing development in the vicinity of the site. The Masterplan also ensures potential future options of expanding further to the east beyond the plan period can be accommodated if necessary. Proposals should accord with the following development principles, which are based on the approved Masterplan:</u></p> <p><u>A.</u> A comprehensively planned and developed site with individual developments making proportionate contributions to the infrastructural requirements of the scheme as a whole. <del>The area should be masterplanned to ensure potential future options of expanding further to the east beyond the plan period can be accommodated if necessary. Development proposals should also ensure that the Sustainable Urban Extension is successfully integrated with the wider urban area and that proposals are compatible with existing uses.</del></p> <p><u>B.</u> <u>Development proposals should ensure that the Sustainable Urban Extension is successfully integrated with the wider urban area and that proposals are compatible with existing uses.</u></p> <p><del><u>B</u></del><u>C.</u> A mixture of housing types, sizes and tenures including specialist housing to meet the needs of older persons, accessible housing, starter homes and self-build.</p> <p><del><u>C</u></del><u>D.</u> A significant contribution to the provision of new jobs in the borough. The areas <u>north and south</u> of Finedon Road and <u>Irthlingborough Road</u> should be developed for employment uses. High quality employment uses including <del>offices should be provided</del> <u>will be supported</u> in the Station Island Area between the railway and the River Ise <del>and rail related uses should be provided alongside Neilson's Sidings.</del></p> <p><del><u>D</u></del><u>E.</u> Principal access should be via a new bridge from Midland Road over the railway (Route 4); from the A45 at Turnells Mill Lane via The Embankment (Route 2); from Northen Way (Route 6) and from the A45 at Ditchford Road (Route 7).</p> <p><del><u>E</u></del><u>F.</u> Safe and convenient access provided for all modes of transport between all parts of the site, the existing town and the wider transport network. There should be reduced reliance on the car and an enhanced cycle network to the wider countryside and facilities such as Rushden Lakes.</p> <p><del><u>F</u></del><u>G.</u> A significant multi-functional green space network, retaining where possible existing landscape features. Green Infrastructure corridors should be provided throughout the development which link to the existing sub-regional</p>

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		<p>and local green infrastructure corridors. The River Ise should be the focus of a linear park which provides a multi-functional recreation and wildlife space.</p> <p><u>GH.</u> A multi-modal interchange should be provided at the railway station which provides an expanded railway station, new bus routes and cycling facilities that offer the potential for seamless connections between different modes of transport. All proposals in this location should preserve and enhance the character and setting of the listed railway station.</p> <p><u>HJ.</u> Provision of a site for a new secondary school, with the option for co-located community/sports facilities, together with proportionate monetary contributions towards secondary education.</p> <p><u>IJ.</u> Primary schools to serve the development co-located with pre-school and nursery provision in neighbourhood centres.</p> <p><u>JK.</u> A principal 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 with a mix of community, commercial and residential uses.</p> <p><u>KL.</u> A net gain in biodiversity, through improved long term management of 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. Proposals must ensure that there is no adverse impact either alone or in combination on the Upper Nene Valley Gravel Pits Special Protection Area and Ramsar site. Mitigation may involve providing alternative accessible greenspace within the development and access and visitor management measures within the SPA.</p> <p><u>M.</u> <u>There shall be no harmful impact on the living conditions of both existing and proposed residential occupiers.</u></p>
MM14	Policy Site 2	<p>Amend Policy Site 2 (Wellingborough North) to read:</p> <p><u>Proposals w</u><u>Within Wellingborough North, as identified on the Policies Map, the approved Masterplan identifies a range of land uses, open space and transport routes and their relationship both to each other and to the existing development in the vicinity of the site. Proposals should accord with the following development principles, which are based on the approved Masterplan:</u></p> <p><u>A.</u> A comprehensively planned and developed site with individual developments making proportionate contributions to the infrastructural requirements of the scheme as a whole. <del>Development proposals should also ensure that the Sustainable Urban Extension is successfully integrated with the wider urban area and that proposals are compatible with existing uses.</del></p> <p><u>B.</u> <u>Development proposals should ensure that the Sustainable Urban Extension is successfully integrated with the wider urban area and that proposals are compatible with existing uses.</u></p> <p><u>BC.</u> A significant landscape buffer is provided between the development and Great Harrowden to ensure the separate character and setting of the village is maintained. Built development should not extend beyond the ridgeline.</p>

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		<p><del>GD.</del> <u>The residential amenity of residents in Redhill Grange is protected. There shall be no harmful impact on the living conditions of both existing and proposed residential occupiers, including those in Redhill Grange.</u></p> <p><del>DE.</del> A mixture of housing types, sizes and tenures including specialist housing to meet the needs of older persons, accessible housing, starter homes and self-build.</p> <p><del>EF.</del> A significant contribution to the provision of new jobs in the borough including an extension to the Park Farm Industrial Estate.</p> <p><del>FG.</del> Safe and convenient access provided for all modes of transport between all parts of the site, the existing town and the wider transport network. There should be reduced reliance on the car and an enhanced cycle network to the wider countryside.</p> <p><del>GH.</del> A significant multi-functional green space network, retaining where possible existing landscape features. Green Infrastructure corridors should be provided throughout the development which link to the existing sub-regional and local green infrastructure corridors. The principal corridors should be along the Harrowden Brook and the ridgeline.</p> <p><del>HI.</del> Primary schools to serve the development co-located with pre-school and nursery provision in neighbourhood centres.</p> <p><del>IJ.</del> A net gain in biodiversity, through improved long term management of existing habitats and new habitat creation. This will be most appropriately achieved through neutral grassland, wetland/meadow habitats associated with SUDs and increased woodland planting.</p> <p><del>K.</del> <u>Principal access should be via Niort Way and Northen Way</u></p>
MM15	Policy Site 3	<p>After paragraph 10.2.4 of the plan add a new paragraph to read:</p> <p><u>There is an existing sewer and water main in Anglian Water's ownership within the boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p> <p>Add a new criterion to Policy Site 3:</p> <p><u>G. the safeguarding of suitable access for the maintenance of water supply and foul drainage infrastructure.</u></p>
MM16	Policy Site 4	<p>After paragraph 10.3.4 of the plan add a new paragraph to read:</p> <p><u>There is an existing sewer and water main in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The</u></p>

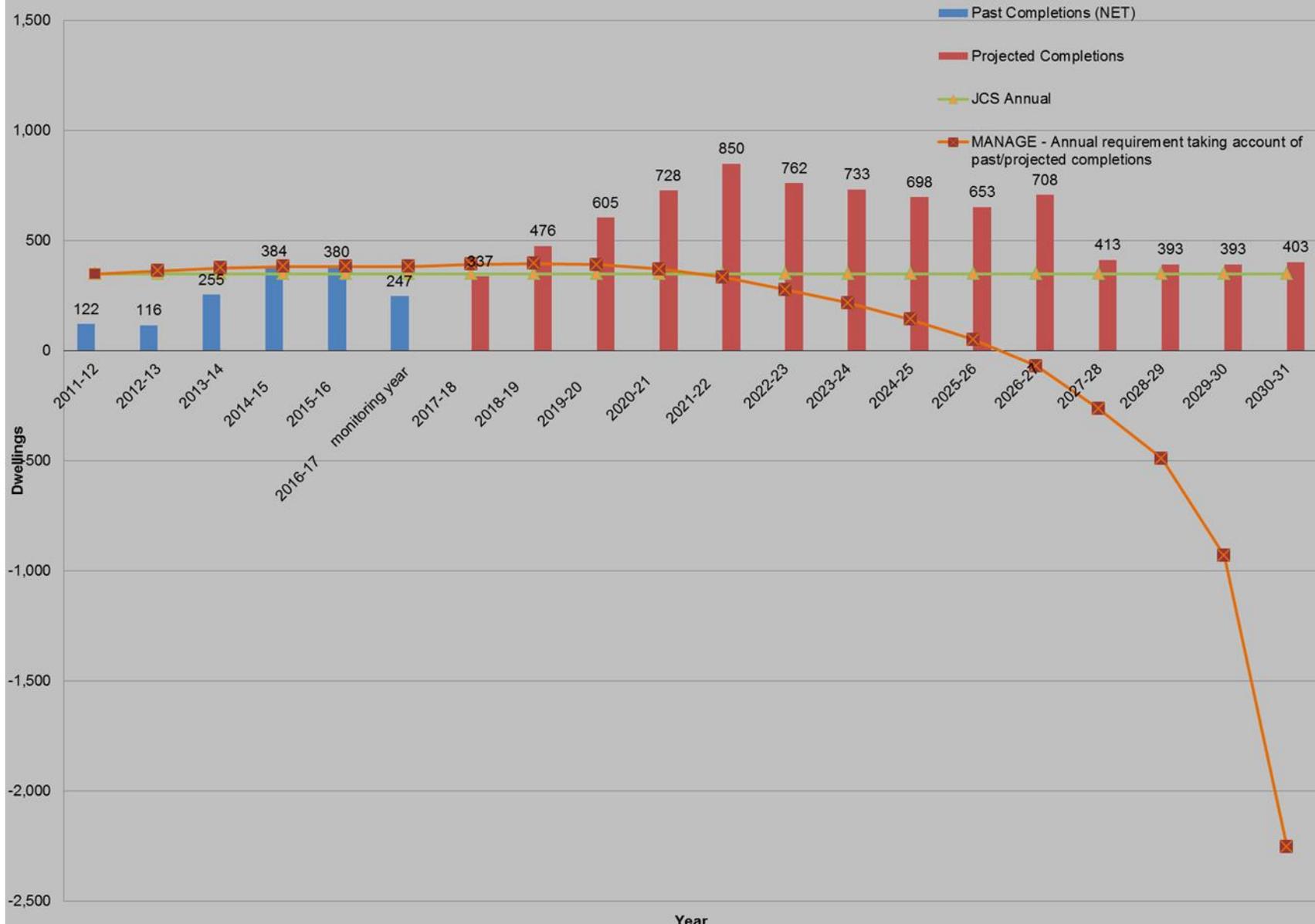
REF	Policy/Para	Modification Proposed
		<p><u>existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p> <p>Add new criterion to Policy Site 4:</p> <p><u>E. the safeguarding of suitable access for the maintenance of water supply and foul drainage infrastructure.</u></p>
MM17	Policy Site 5	<p>After paragraph 10.4.6 of the plan add a new paragraph to read:</p> <p><u>There is an existing sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p> <p>Add new criterion to Policy Site 5:</p> <p><u>F. the safeguarding of suitable access for the maintenance of foul drainage infrastructure.</u></p>
MM18	Policy Site 6	<p>After paragraph 10.5.6 of the plan add a new paragraph to read:</p> <p><u>There is an existing sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p> <p>Add a new criterion to Policy Site 6:</p> <p><u>D. the safeguarding of suitable access for the maintenance of foul drainage infrastructure.</u></p>
MM19	Section 10.6, Policy Site 6	<p>Add to the end of paragraph 10.6.4:</p> <p><u>The Strategic Flood Risk Assessment states that flooding has been experienced on the site or within close proximity due to blockage of a culvert. This may be a maintenance issue, but will require a detailed assessment by the landowner.</u></p>

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MM20	Policy Site 7	<p>After paragraph 10.6.4 of the plan add a new paragraph to read:</p> <p><u>There is an existing sewer in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.</u></p> <p>Add a new criterion to Policy Site 7:</p> <p><u>D. the safeguarding of suitable access for the maintenance of foul drainage infrastructure.</u></p>
MM21	Policy Site 8	<p>After paragraph 10.7.2 of the plan add a new paragraph to read:</p> <p><u>There is an existing water main in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.</u></p> <p>Add a new criterion to Policy Site 8:</p> <p><u>E. the safeguarding of suitable access for the maintenance of water supply infrastructure.</u></p>
MM22	Policy Site 9	<p>Add a new final paragraph to Policy Site 9 as follows:</p> <p><u>The council will seek to resist development within the immediate vicinity of the aerodrome, if such development would prejudice aviation use on the site.</u></p>
MM23	Para 12.0.1	<p>Amend paragraph 12.0.1 to read:</p> <p><u>It will be necessary to monitor policies within the local plan to determine the extent to which they are, or are not, working. This is an important process to gauge whether part, or all, of the local plan will need to be reviewed in future. The monitoring framework in the PBW should not be read in isolation and it will operate alongside the monitoring framework in Table 9 of the JCS.</u></p>

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MM24	Para 12.0.2	<p>Amend paragraph 12.0.2 to read:</p> <p>Within the JCS, <del>Table 9 a framework has been</del> established a framework <u>of indicators</u> to monitor the implementation and impact of local planning policy and change, which will be reported through the <u>North Northamptonshire Authorities' Monitoring Report (AMRs)</u>. The overarching monitoring framework in the JCS broadly forms the basis for monitoring the policies of the local plan. However, given the strategic nature of the JCS, it has been necessary to identify some more localised <u>non-strategic</u> indicators specific to Wellingborough <u>and the policies in this plan</u> which will require monitoring going forward. The intention is that <del>any such</del> indicators <u>in both the JCS and in the PBW</u> will be monitored by the planning policy team <u>at borough level</u> and <del>fed into</del> <u>included in</u> subsequent AMRs to highlight plan implementation <u>at both the local authority and North Northamptonshire levels.</u></p>
MM25		<p>Appendix A. Housing Land Supply</p> <p>Insert new appendix with the following trajectory, graph and five year housing land supply table.</p>



Borough of Wellingborough Housing Trajectory 2011-31 (at 31/03/2017)



<b>Five Year Housing Land Supply</b>	<b>2018/19 – 2022/23</b>
a) Objectively assessed need in JCS for 2011-2031	7000
b) Objectively assessed need for 5 years (a/20 x5)	1750
c) Recorded completions plus estimate for 16/17	1841
d) shortfall compared to annual requirement (a/20 x 7 – c)	609
e) 5 year requirement if shortfall is added to the 5 year requirement (d +b)	2359
f) add 20% buffer	2831
g) supply of deliverable sites	3421
h) 5 year supply (g/f x 5)	6.04