

**THE BOROUGH COUNCIL OF
WELLINGBOROUGH
(STATION ISLAND NORTH, STANTON CROSS)
COMPULSORY PURCHASE ORDER 2015**

April 2016

**PLANNING AND
MASTERPLANNING**

Summary Statement [CD 39B]

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1. INTRODUCTION

- 1.1.1. My name is Mark Rose. I am a chartered town planner and qualified urban designer, and a founding Director of Define. I have been involved in the Stanton Cross development project since 2001 providing the planning, masterplanning and EIA project inputs, principally for Bovis Homes.
- 1.1.2. My evidence to this CPO Inquiry is presented on behalf the Council. It focuses on the specifics of the development proposals, and particularly the proposals for Station Island North, within which the Order Land is located.
- 1.1.3. This statement has been prepared in accordance with the guidance of my professional institution (the RTPI) and I can confirm that the opinions expressed are my true and professional view.

2. THE STANTON CROSS DEVELOPMENT PROPOSALS

2.1. THE MASTERPLAN

- 2.1.1. The 2008 Masterplan sets out the committed development proposals (WP/2004/0600/O) and illustrates how the site will be developed in a comprehensive manner that ensures the creation of a sustainable expansion to Wellingborough. The 2015 Masterplan provides a complete picture of the committed and “enhanced” Stanton Cross scheme proposals (WP/15/00481/OUT & WP/15/00605). It provides for the delivery of:
 - 3,750 dwellings;
 - 40,500m² of B8 development, 51,240m² of B1/B2 development; and 90,432m² of B1 development;
 - Public open space including the Ise Valley Park.
 - Supporting infrastructure including the Midland Road Access (Route 4) and Station Island Access (Route 9).

2.2. STATION ISLAND

- 2.2.1. The development of Station Island is a critical element within the Masterplan. The 2006 Masterplan Report refers to the delivery “*of a well-balanced mix of residential and employment units in a high-density form*”, taking advantage of the direct relationship with the proposed Ise Valley Park, and served by a “*direct bus avenue and strategic pedestrian/cycle link to Finedon Road to ensure the area’s integration with the town and wider development.*” It was estimated that the area would accommodate a maximum of 273 dwellings and 25,628m² of B1 office and light industrial development. The only significant change in the 2015 Masterplan was the realignment of Route 9 to reflect its approved detailed alignment.

2.3. SCHEME DELIVERY

- 2.3.1. The construction of the Midland Road extension (Route 4) has begun and it will provide the critical community link between Stanton Cross and the Neighbourhood Centre at its heart, and Wellingborough’s town centre. The link will be via the vastly improved station, and will facilitate the release of Station Island for development.

3. PLANNING POLICY CONTEXT

- 3.1.1. The development of Stanton Cross has a long-established policy pedigree. The Borough of Wellingborough Local Plan Alteration (BWLP) allocates Wellingborough East (Stanton Cross) for development, and the North Northamptonshire Core Spatial Strategy (CSS) and its emerging Review (JCS) specifically recognise its strategic status.
- 3.1.2. The Wellingborough East Development Framework SPG articulates the Council's vision for the development of Stanton Cross as an exemplary SUE, and the Wellingborough East Station Island SPG seeks to establish a vision for the comprehensive regeneration of the derelict railway land. It requires the delivery of a high-density mixed-use development with a strong sense of local identity. It highlights the importance of the comprehensive development of Station Island to ensure that its development capacity is fully captured. The SPG also emphasises the importance of the spine road (Route 9) and the value of the "historic" route of Mill Road.

4. THE BENEFITS OF SUSTAINABLE DEVELOPMENT

4.1. DEVELOPMENT STRATEGY

- 4.1.1. The extant and emerging Development Plan policy context for the Borough has consistently sought to direct strategic housing and employment development to Wellingborough as one of the key Growth Towns, and the delivery of housing and employment development requirements through the creation of SUEs. Stanton Cross, including Station Island, sits entirely within the Wellingborough East SDA identified on the BWLP Proposals Map. Furthermore, Station Island North is largely comprised of derelict former railway land and its development would reflect the key objective of the NPPF to effectively use previously development land. The development of Stanton Cross, therefore, entirely accords with the long-established development strategy for the Borough.

4.2. HOUSING PROVISION

- 4.2.1. The importance that the Government attributes to increasing the supply of housing and the social benefits that would follow is very clear. The Stanton Cross development makes up a very substantial part of the committed housing land supply in the Borough and is absolutely fundamental to meeting the overall housing need identified in the plan period to 2031, and therefore, helping to "significantly boost the supply of housing" in accordance with the NPPF. There is also a significant reliance on it for the maintenance of a 5-year housing land supply. Station Island North is an essential part of that provision.
- 4.2.2. The Stanton Cross development will also deliver a substantial quantum of affordable homes to meet local needs and allow those on lower incomes or concealed families to remain in or return to the area. This is expected to represent up to 20% of the total housing provision.

4.3. EMPLOYMENT LAND PROVISION

- 4.3.1. The Stanton Cross development also makes a very significant contribution to the committed employment land supply in the Borough. Station Island North is an essential part of that provision. Furthermore, as the SPG highlights, it represents a unique opportunity in the Borough to provide a form of employment development

distinct from other recent developments that takes advantage of the site's proximity to the railway station.

- 4.3.2. The employment development will have significant benefits for the economic development and prosperity of the town and Borough, providing for indigenous growth and attracting inward investors.
- 4.3.3. The scheme as a whole is anticipated to deliver 7,000 jobs, and of that Station Island North is expected to accommodate between 1,142 and 1,424 jobs. That is a very significant contribution to the job-growth target for the Borough, provided in a priority location.

4.4. RELATED ECONOMIC BENEFITS

- 4.4.1. On the basis of Government figures, the construction of the residential development in Station Island North would also create up to 546 jobs for a year. Other evidence suggests that would actually be an under-estimate. The HBF's research suggests that the development will support the employment of 1173 people and provide 10 apprentices, graduate or trainees. A comparable benefit in respect of direct and indirect construction industry jobs can also be assumed to arise from the employment development.
- 4.4.2. The development proposed will also create substantial additional economic activity (£135 million). There would also be an increase in the retail catchment of the town and the spending power of those people would enhance the viability and vitality of the town centre, and the retail and leisure services within it.

4.5. COMPREHENSIVE DEVELOPMENT

- 4.5.1. The development of Station Island North is an integral part of the proposals for Stanton Cross. A comprehensive development to realise a complete physical transformation of the former railway-related land, including in the Order Land, is proposed. The Masterplan Report sets out proposals for the development of a well-balanced mix of residential and employment units in a high-density form. The scheme optimises the potential of the site, and would clearly add to the overall quality of the area with a visually attractive, safe and accessible development that establishes a strong sense of place with a high standard of design.
- 4.5.2. However, given the central location and form of the Order Land, its removal will severely limit the ability to deliver a comprehensive development of the nature and quality sought by the Station Island SPG and Masterplan in a large and prominent area. Moreover, the retention of the existing dilapidated building on the Order Land and its intended use would be entirely incongruous with the proposed residential and office / light industrial uses.

Route 9

- 4.5.3. As well as providing vehicular access to the Station Island North development, Route 9 is intended to provide a direct bus avenue and strategic pedestrian/cycle link to Finedon Road from Route 4, to ensure the area's integration with the town and wider development. These links are key objectives of the SPG and Masterplan that seek to optimise the sustainability of the development, and ensure that the development has a positive relationship with the Station Interchange and with the town itself. Without the Order Land, that southern connection cannot be provided.

Mill Road Green Link

- 4.5.4. Mill Road is currently used to access the premises on the Order Land. If that continues there will be an inevitable direct conflict with its intended enhancement as a strategic pedestrian and cycle route between Stanton Cross and the existing built form of Wellingborough via Station Island North.

5. CONCLUSION

- 5.1.1. The committed Stanton Cross development proposals, including the comprehensive development of Station Island North, entirely accords with the long established development strategy for the Borough and the Council's vision for the development of an exemplary sustainable urban extension.
- 5.1.2. The development of Station Island North will provide much needed housing, including affordable housing, and employment development and consequently will realise significant socio-economic benefits for the town and Borough. The committed scheme optimises the potential of the site, and would clearly add to the overall quality of the area with a visually attractive, safe and accessible development that establishes a strong sense of place and is well related to the proposed Ise Valley Park and Station Interchange
- 5.1.3. The Station Island North development will, therefore, positively contribute to the economic, social and environmental objectives of sustainable development advocated by the NPPF and accord with relevant national and local planning policies.
- 5.1.4. However, without the Order Land within Station Island North, a comprehensive development cannot be delivered. Consequently the Council's vision for the regeneration of the area and the socio-economic and environmental benefits that are expected to arise from it will be severely compromised.