

**Report of Head of Built Environment**

**High Street Regeneration - Car Parking Strategy**

**1 Purpose of Report**

1.1 This report :

- a. Provides details about the High Street Regeneration Site's strategy for the provision of phased Car Parking during the delivery of the site from the present provision to what the estimated provision will be by 2015. To establish a working party to review the actions to be taken with the remaining part of the Drill Hall so as to inform the proposed Car parking Strategy and any proposed development.
- b. To establish a Working Party of Members to consider the wider Car Parking Strategy for the Town Centre and to propose a way forward in a report to this Committee.

**2 Executive Summary**

- 2.1 The Town Centre Area Action Plan (TCAAP) provides the master plan for the extensive redevelopment and enhancement of Wellingborough's town centre. The TCAAP recently went through an examination in public to establish the "soundness" of the proposal. Critical to the soundness of these proposals was the Council's requirement to detail the present and future car parking provision and how temporary replacement car parking could be provided during the construction of the different phases.
- 2.2 The Committee were concerned about the detail contained in the Car Parking Strategy for the whole Town and requested that a Working party be established to go through the report in more detail. The High Street Development site however was at an advanced stage and required an agreed strategy so that the development of the site could be started. This committee report therefore separates the High Street car parking needs and provides a summary of the High Street Regeneration Car Parking Strategy and the provision of car parking from now until 2015.

**3 Appendices**

- Appendix 1 – High Street Car Parking Phase 1
- Appendix 2 - High Street Car Parking Phase 2
- Appendix 3 - High Street Car Parking Phase 3
- Appendix 4 – Drill Hall Working Group Terms of Reference
- Appendix 5 – Car Parking Strategy Working Group Terms of Reference

#### **4 Proposed Action:**

- 4.1 The Committee is invited to RESOLVE that the High Street Regeneration Car Parking Strategy is adopted. Implementation will be subject to financial resources being available to fund the proposals.**
- 4.2 The Committee is invited to RESOLVE that a Working Party of Members is set up to consider the wider Car Parking Strategy for the Town Centre and to propose a way forward in a report to this Committee.**
- 4.3 The Committee is invited to RESOLVE that a Working Party of Members be tasked to provide proposals for the remaining part of the Drill Hall.**

#### **5 Background**

- 5.1 The TCAAP forms the master plan for the regeneration of Wellingborough Town Centre in its bid to become a 21<sup>st</sup> Century Market Town. The Borough is also part of the Milton Keynes and South Midlands Growth Area and as such is designated an area which will see substantial population growth over the next eleven years to 2021 and possibly beyond. To cope with some of this anticipated growth and demand for shopping facilities additional retail provision will be required. Wellingborough together with Corby, Kettering and Rushden have been recognised in the North Northamptonshire Core Spatial Strategy as Town Centres that will need to be improved and increased in size.
- 5.2 The regeneration of Wellingborough is entering an important and exciting phase. Over the last few years the Borough Council has focused on working with local people and stakeholders of the town centre to shape the framework and policies needed for regeneration.
- 5.3 The Council has made some very significant investments towards the ambitions for the Town Centre with the proposals for the first phase centered on the High Street /Jackson Lane area. This site has been identified as a regeneration site for a considerable time and featured in the previous Local Plan. As part of the present and future provision of Car Parking for the Town the Council needs to have an agreed High Street Regeneration Car Parking Strategy which provides for Car Parking proposals through to 2015, the estimated completion of development on this site.
- 5.4 The High Street Regeneration Car Parking Strategy takes account of the need to phase provision of car parking spaces as the construction programme for the site is delivered. The attached plans (Appendices 1, 2 and 3) show proposals for how Car Parking can be provided for during a three phased delivery plan. Clearly these plans can change, as has been the case already with Tresham Institute relocation. The strategy therefore will need to be reviewed and updated on a regular basis to take account of any phasing or development changes.

## **6 Discussion**

- 6.1 It is a general principle that all the car parks proposed in the TCAAP will act as interceptor parking in order to reduce congestion on streets within the heart of the town centre. Parking at High Street will help to intercept traffic from the north.
- 6.2 The growth in parking demand between 2008 and 2021 was calculated as being 22.7%, equivalent to 1.6% per year. This annual growth rate has been used to predict the public parking demand in interim years.
- 6.3 The report proposes a strategy for future parking provision on the High Street Regeneration site. This assumes that car parking capacities in the town remain largely unchanged up to 2021.
- 6.4 The High Street car parking spaces will gradually reduce from 419 spaces to approximately 351 (which includes 50 temporary spaces on the Drill Hall Site) in phase 1 (Appendix 1), 403 spaces in phase 2 (Appendix 2) and 278 spaces in phase 3 (Appendix 3). The final number of parking spaces in the High street will therefore be 278, (this includes 56 allocated car parking spaces reserved for Office, Housing and Hotel) a net reduction of approximately 141 spaces. The net reduction (141) of car parking spaces on the High Street will be provided for at other locations within the Town. The wider Town Centre Car Park Strategy will be considered by a Member working party (see Terms of Reference in Appendix 5).
- 6.5 On completion of the High Street development, this car park will have been entirely redeveloped. Parts of this car park will remain operational during the different phases as detailed above and shown in the attached drawings (Appendices 1, 2 and 3). The diagrams also show potential locations for the retail, office and hotel parking, although these are indicative only.
- 6.6 Spaces will need to be identified and reserved for Market Traders within the High Street area or as close to the Market as possible. It is proposed that 10 spaces of the new public parking spaces at High Street should be reserved for disabled use and 4 parent and baby spaces located on-street and as close to High Street as possible.
- 6.7 At the end of phase 3 the total predicted town wide demand for parking at 2015 is estimated to be 1929 and with the new public parking spaces provided through the High Street development the provision of parking will total 1937. This has been derived from the draft Town Centre Car Parking Strategy.
- 6.8 Members are recommended to adopt the High Street Regeneration Car Parking Strategy noting that the provision of car parking spaces can be accommodated and phased with the proposed development set out in the Town Centre Area Action Plan.

## **7 Legal Powers**

- 7.1 Local Government Act 1972
- 7.2 Local Government Act 2000
- 7.3 Planning and Compulsory Purchase Act 2004
- 7.4 Local Government Act for Housing 1989
- 7.5 Town and Country Planning Act 1990

## 8 Financial and Value For Money Implications

- 8.1 In order to provide the replacement car parks identified in the High Street Phasing Plans (Appendices 1, 2 and 3) there will be a financial implication for the Council. This could be in the region of £3million to provide the additional decked car parking required in phase 2 of the scheme. The development would need to progress through a series of further appraisals to determine the full extent of the costs and funds with reports brought back to members for decisions before any resources are committed.

## 9 Risk Analysis

Nature of risk	Consequences if realised	Likelihood of occurrence	Control measures
Insufficient parking available for existing businesses during town centre redevelopment	Deterioration of trading position for existing businesses	Medium	Adoption of a phased strategy to plan future provision and temporary replacement parking and appropriate fiscal provision
Financing the provision of new car parking within the phases of the TCAAP delivery	Insufficient parking provision for future demand. Viability of the retail centre	Medium	The adoption of a phased strategy to plan future provision and appropriate fiscal provision
Attracting a developer to provide much of the new car parking	Viability of providing multi-storey Car Parks. Threatening the Soundness of the TCAAP	Medium	Using expert opinion to ensure proposals are attractive to developers and sound in relation to the development of the Town Centre

## 10 Implications for Resources

- 10.1 The Council supplements its permanent project team with specific professional and technical consultant help.
- 10.2 The timetable for the implementation of the Town Centre Regeneration will

require a constant review of the resources required at each phase.

- 10.3 The Development Committee at each of its meetings reviews progress through a Red Amber Green risk analysis report which provides information on resources.

## **11 Implications for Stronger and Safer Communities**

- 11.1 One of the primary objectives of the Regeneration of the Town Centre is to achieve and demonstrate community cohesion, and community safety using the experts from partner organisations which have been engaged since the start of this Area Action Plan process

## **12 Implications for Equalities**

- 12.1 The TCAAP process has developed an Equalities impact assessment which evaluates the impact of proposals on different groups in Wellingborough. This includes the requirements when delivering the AAP projects and these will be updated as necessary when strategies/projects change.

## **13 Author and Contact Officer**

Steven Wood – Head of Built Environment

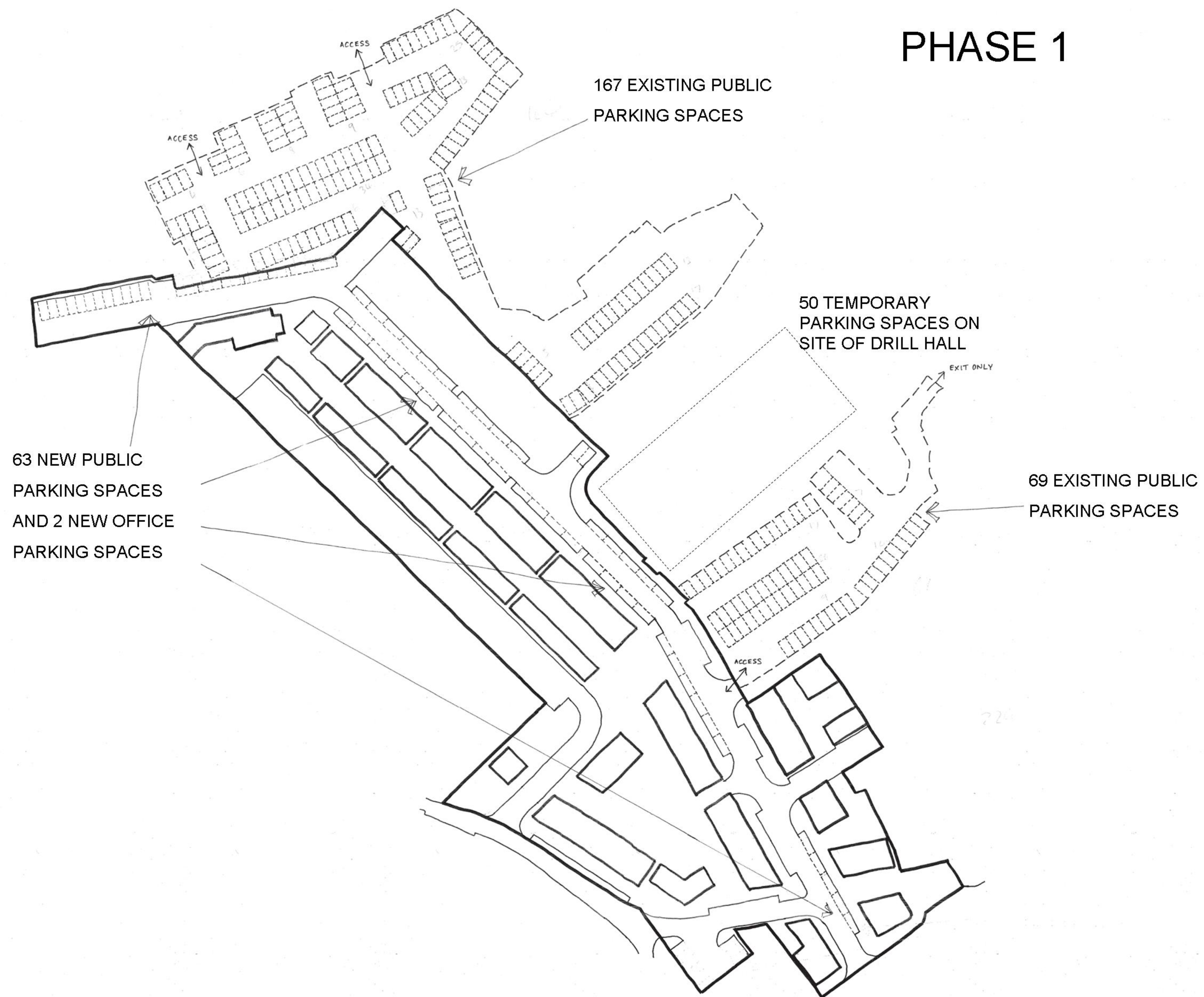
## **14 Consultees**

Deputy Chief Executive – Joe Hubbard  
Corporate Director - Development – James Wilson  
Sustainable Infrastructure Manager – Paul Thompson  
Planning Policy Manager – Mike Haybyrne  
Strategic Growth & Development Manager - Victoria Phillipson  
Property Service Manager – Robert Vaughan  
Corporate Director – Resources - Richard Micklewright

## **15 Background Papers**

- 15.1 Northamptonshire Local Transport Plan 2006-2011, Northamptonshire County Council.
- 15.2 North Northamptonshire Core Spatial Strategy, Adopted June 2008, North Northamptonshire Joint Planning Unit.
- 15.3 North Northamptonshire Transport Model Developer Impacts – Wellingborough Town Centre Area Action Plan – Preferred Option, January 2008, Atkins
- 15.4 Parking Supplementary Planning Guidance, March 2003
- 15.5 Transport Strategy for Growth – Wellingborough Town Strategy, Draft for Cabinet, January 2007, Northamptonshire County Council
- 15.6 Wellingborough Town Centre – Area Action Plan Development Plan Document, Submission Version, June 2008, Borough Council of Wellingborough
- 15.7 Wellingborough High Street Parking Strategy – February 2010

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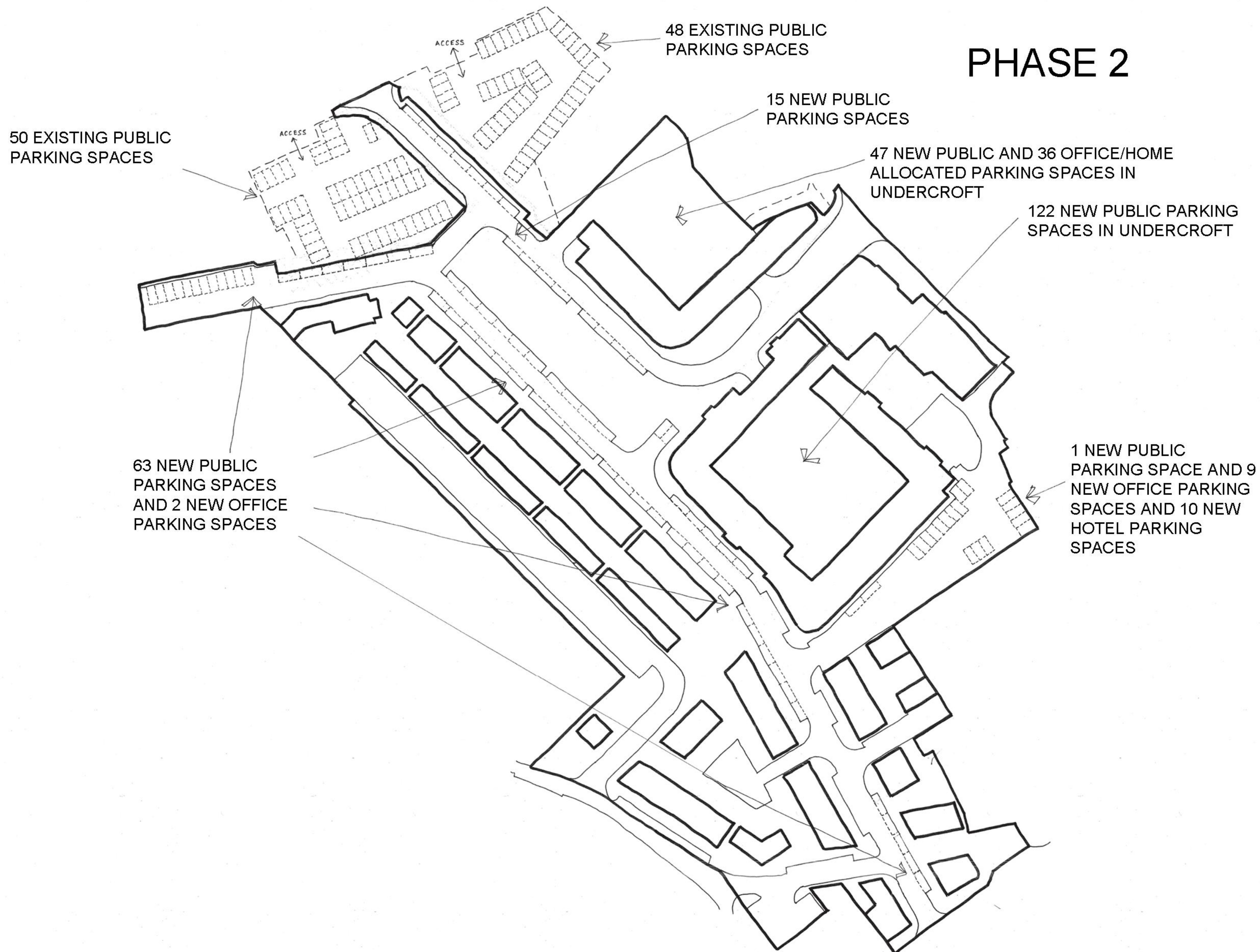
NON-RESIDENTIAL PARKING SPACES

LOCATION OF SPACES IS INDICATIVE ONLY

job	
WELLINGBOROUGH PARKING STRATEGY PHASE ONE	
site	
HIGH STREET PHASE ONE PUBLIC PARKING PROVISION	
drawn	checked
IK	MT
date	scale (original - A1)
FEB' 10	1:500
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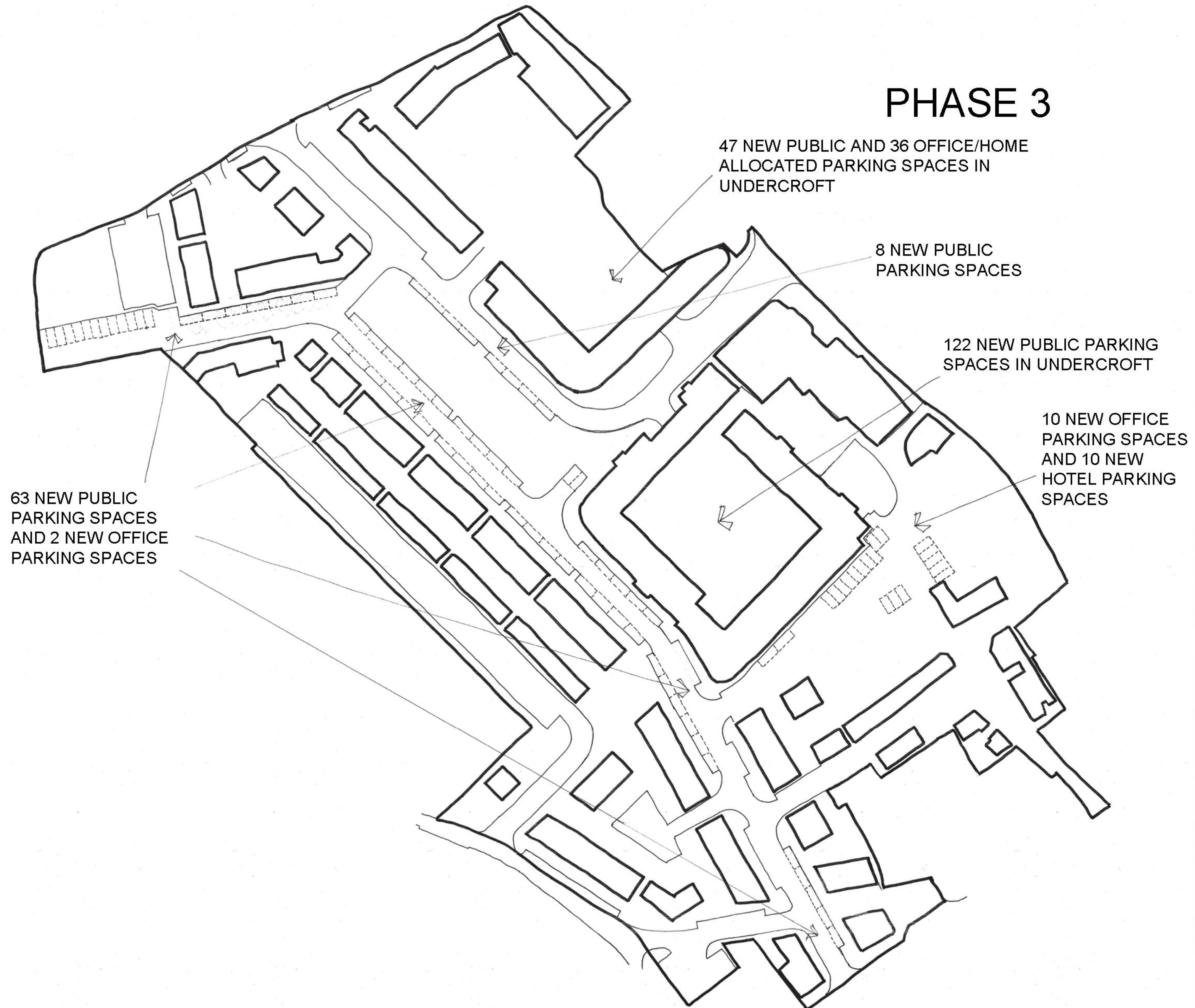
LOCATION OF SPACES IS INDICATIVE ONLY

## PHASE 2

job	
WELLINGBOROUGH PARKING STRATEGY PHASE ONE	
title	
HIGH STREET PHASE TWO PUBLIC PARKING PROVISION	
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## **Drill Hall - Working Party Draft Terms of Reference**

### **Purpose**

The purpose of the Working Party is to give consideration to the proposals for the remaining front section of the Drill Hall, High Street to inform the Car Parking Strategy and the development of the site.

### **Membership**

The Working Party will consist of 4 Members from the Development Committee appointed by the Development Committee and, for the purposes of conducting each meeting, will choose a Chairman from those Members in attendance. Officers will prepare an agenda for each meeting and will be in attendance in order to explain the details of the strategy and provide advice to Members; and produce minutes of the meeting.

### **Role**

The Working Party will meet as and when necessary and will make recommendations to the Development Committee Chairman, Vice Chairman and Corporate Director on:

- The future of the Drill Hall in the short term and as part of the High Street Jackson Lane development.



## **Car Parking Strategy - Working Party Draft Terms of Reference**

### **Purpose**

The purpose of the Working Party is to review the Car Parking Strategy for Wellingborough Town Centre and agree a proposed way forward with this strategy to be reported back to Development Committee.

### **Membership**

The Working Party will consist of 4 Members of the Development Committee appointed by the Development Committee and, for the purposes of conducting each meeting, will choose a Chairman from those Members in attendance. Officers will prepare an agenda for each meeting and will be in attendance in order to explain the strategy; provide advice to Members; and produce minutes of the meeting.

### **Role**

The Working Party will meet as and when necessary and will make recommendations to the Development Committee on a proposed way forward with:

- Adopting a Car Parking Strategy for Wellingborough Town Centre
- A Funding Strategy for additional Car Parking.

