

Shared parking for mixed use development

4.2.16

In order to make efficient use of land, shared parking within the Neighbourhood Centre is encouraged. In particular:

- The Council will require the supermarket car park to be designed as a shared public facility. As indicated in the illustrative layout, this is to be provided to the rear of the main building. This should not include any pedestrian through-routes as this risks comprising the security of the block interior;
- Parking is to be incorporated into the main square;
- Parking courts designed as attractive public spaces are to be interspersed through the area;
- On-street parking will be accommodated in dedicated bays;

4.2.17

Where the mix generates demands at different times of the day (eg. mixed residential and workshops), car parking spaces are to be provided on the basis of the development type which is the dominant use in that particular part of the site.



tucking the car out of site

Residential parking standards

4.2.18

In applying the adopted 'Parking Supplementary Planning Guidance' standards for residential developments car parking for new dwellings will be limited to an upper threshold of 1.5 off-street spaces per dwelling. This threshold will be applied for each detailed planning application submitted to the Council for approval. Further parking can be provided on-street or in local squares.

4.2.19

There are six options for the placement of parking spaces:

- On the street
- Small car parks incorporated into squares in the public realm
- In garages. All stand-alone garages must be situated at the rear property line, recessed from the dwelling's front elevation to reduce the visual impact of the garage from the street. However, in limited instances in mews settings garages can be incorporated into principal elevations, as described in 4.2.10 above, though this should not predominate.
- On garage driveways. This will only be permitted on the stretch of driveway in between the face of the garage and the front elevation of the dwelling. This will be counted as a parking space in the calculations referred to in para. 4.2.18 above. On-plot forecourt parking in front of buildings on land that would otherwise be front gardens is not permitted as this seriously harms the quality of the streetscape.
- Undercroft parking, which is encouraged where semi-basements can be designed to work with natural slope contours.
- In secure rear parking courts or 'parking barns' designed as private and not public space

Disabled parking

4.2.20

10% of all car parking space, including that in residential developments, is to be provided to mobility standards.

GP emergency access and parking

4.2.21

Whereas it is intended that the proposed health facility can also make use of the shared Neighbourhood Centre car park(s), dedicated parking for GPs, ambulance access and disabled access close to surgeries will be required.

Cycle parking

4.2.22

All use types are to incorporate secure cycle parking storage space, as set out in Table 4.1. For housing a minimum standard of one dedicated cycle parking store will be applied per residential dwelling. In order to achieve a high EcoHomes rating, developers are strongly encouraged to use a minimum of one cycle storage space per person as a target.

4.2.23

Cycle parking should be convenient to use, be secure and in areas of good surveillance that are well lit. Facilities should be clearly signed from the public highway wherever possible.

4.2.24

Additional facilities to encourage cycling to work are strongly encouraged such as lockers, changing and shower facilities. Cycle lockers or secure compounds should be provided for community facilities, workplaces or places of entertainment where longer stay parking is anticipated.

Motorcycle parking

4.2.25

One dedicated motorcycle space should be provided per 25 car parking spaces, which are counted as additional to the provision of cycle spaces.

Lorry parking

4.2.26

Turning and manoeuvring areas for Heavy Goods Vehicles (HGVs) and Large Goods Vehicles (LGVs) should meet the minimum requirements specified by the Highways Authority. Within the centre except for the supermarket it is anticipated that servicing will take place from the street. A local small-scale secure lorry parking area will need to be incorporated into the layout of the proposed new employment area adjacent to the Laurence Leyland Industrial estate. A more strategic lorry parking area is proposed for land north of Finedon Road.

4.2.27

The management of construction traffic traffic will need to be demonstrated via the preparation of a routing plan for lorries for each phase of the development (see 5.3.1).



Different approaches to cycle parking provision



This map is based on Ordnance Survey material

Figure 4.4 Landscape structure

4.3 A landscape structure of places and spaces

4.3.1

The main aims of the landscape strategy are to:

- Retain and where possible enhance important existing features and important habitats;
- To provide a new green public open space network that provide a range of wildlife habitats whilst sensitively balancing human access;
- To interconnect a range of urban spaces, such as the main square, smaller neighbourhood squares and courtyards.

4.3.2

It is important that new development should be seen as integrating with, and being part of, its surrounding context. Existing landmarks, in particular the large trees around Irthlingborough Grange should be retained, as well as key field boundaries and other tree groups that can help to visually and physically tie the new development into the surrounding context. The historic route of Mill Road is clearly an example of this.

4.3.3

Other important issues to be addressed in considering the integration of the new settlement into the landscape are the introduction of a new landscape structure, the effects on the skyline, and the treatment of the urban edge adjoining open countryside.

Landscape structure

4.3.4

The proposed landscape structure is illustrated in Figure 4.4. This indicates:

- The Ise Valley as the principal green open space, on the western edge of the neighbourhood centre, will constitute the new town park. Particularly close attention needs to be given to the design of building frontages along this edge. The boundary is defined by the limits to the flood plain and therefore will form a fixed edge, highly visible from the existing town. The Ise Valley, whilst providing a natural point of separation between Wellingborough East and the existing town, provides an opportunity for both parts of settlement to look towards it, and will help Wellingborough East to define its own, if related, identity.
 - A series of green links which act as
 - recreational routes between the town park and neighbourhood centre,
 - swales that form part of the Sustainable Urban Drainage System (SUDS),
 - wildlife corridors,
 - visual corridors linking the existing town and Wellingborough East.
- There are three principal green links:
1. following the ancient Mill Road trackway and incorporating the preserved hedgerows
 2. connecting the Irthlingborough Grange area, (enabling the avenue of trees to be seen from Midland Road, on the approach to the railway station), a play space (LEAP) off Irthlingborough Road and the railway station via a new footpath / cycleway through the Ise Valley Town Park
 3. running along the southern side of the Midland Road causeway approach, extending through the Ise Valley Park into the Neighbourhood Centre
- The school playing field, which is positioned within the interior block and wrapped by the back gardens of adjacent properties;
 - The main neighbourhood square at the principal crossroads;
 - Outlying smaller public squares, providing more intimate focal points within the various quarters of the neighbourhood;
 - Two play spaces to the standard of 'Local Equipped Areas for Play' (LEAP), consistent with play space requirements set out in the Local Plan and Wellingborough East Development Framework SPG. Two 400 m² areas are identified to the north and south of the Neighbourhood Centre, positioned so that the majority of homes have such a facility within five minutes walking distance (400m);
 - Respect for the architectural integrity and landscape setting of Irthlingborough Grange. Irthlingborough Grange is a large, locally important building in a formal setting. There is a clear relationship between the building and its landscape context - notably the front garden and the adjacent mature trees. The key principles for future development in the vicinity of Irthlingborough Grange are that:
 1. The Grange maintains a landscaped setting, retaining significant trees;
 2. A reasonable amount of grounds are retained commensurate with its new urban context;
 3. The existing barns to the north of Irthlingborough Grange (identified in Figure 3.5) are converted for

reuse for business or residential purposes;

4. Any new buildings around Irthlingborough Grange are designed to respond architecturally to its authentic vernacular form, for example coach house/stable type elements forming a courtyard.
- Blocks of woodland consolidated around areas containing significant existing trees, providing visual relief to the skyline when viewed from the existing eastern edge of Wellingborough;
 - Formal avenue planting along the principal streets;
 - A view corridor from the main square facing south-westerly over towards St Mary's Church on the eastern edge of the existing town. Whilst a tight urban form is advocated for the core area, views out from the site are of course unique and their retention will help to give the new development its own 'sense of place' and aid legibility from the outset;
 - A SUDS retention pond is proposed within the parkland the forms part of the cordon sanitaire.

4.3.5

All public spaces are to be fronted by buildings. Blank gable ends and rear garden fences will not be permitted as this undermines the quality of spaces and their potential security.

4.3.6

Following the principles set out in the Borough Council's 'Building Better Places' design guidance report, public open spaces are to be designed with high quality materials that strengthen local identity and stand the test of time.

4.3.7

Significant screening of the pumping station will be required.

Encouraging public art

4.3.8

Imaginative public art and street furniture should be used to add character and life to public spaces and reinforce the quality of the Neighbourhood Centre.

Respect the existing topography

4.3.9

Clearly, the development of the new urban extension on this mostly elevated and open tract of land will introduce a major change in landscape character and on local views. However in planning these changes, it will be important that the new development responds to such constraints that exist, and most importantly that the new development

makes the most of the opportunities provided by the particular characteristics and features of the existing landscape. The interesting site land form provides a series of opportunities to help create a place of real character. Sensitive development of the site requires that the roads are aligned and buildings positioned to be closely attentive to contours. This will minimise environmental impact and cut-and-fill, and will enable SUDS to be incorporated.

Local public open space management

4.3.10

The Borough Council is keen to work with developers to devise a locally based arrangement for the management and maintenance of open spaces. This could take the form of a neighbourhood trust.

4.4 An interwoven mixture of uses

4.4.1

The indicative land use mix for the Neighbourhood Centre and its immediate context is illustrated in Figure 4.1. Figure 4.5 provides an illustrative layout of the core area. This is used as the basis for the indicative land use schedule set out in Table 4.2, which is based on the 400m radius walkable catchment area.

Use	Net site area (Hectares)	Approx. no. of residential units (40dhp)	Approx gross floor area (m ²)
Residential	32.4	1,297	129,700
Mixed use*	5.3	132 (assuming 50% of mixed use is residential)	26,500 (of which 50% is residential assuming 50% site coverage)
* 'Mixed use' includes all community, health, retail, live-work, employment and leisure facilities identified for the Neighbourhood Centre.			
Public open space			
Woodland	1.9		
LEAP	0.8		
Other public open space (including Mill road tarackway, SUDS, pocket parks and pumping station buffer)	3.9		
Urban squares	1.27		
Primary Schools	1.87	0	2234
Strategic roads	3.5	0	0
Total	50.94	1,429	158,434

NEIGHBOURHOOD CENTRE FACILITIES
 Indicative arrangement diagram - Context

KEY

- Childrens centre
- Primary school
- Mixed uses including Community building
- Mixed uses including Health centre
- Supermarket
- Mixed uses including shop units, employment, residential, live/work & Leisure
- Residential



Figure 4.5 Illustrative layout of the neighbourhood centre's core



Small supermarket



Mixed use, including flats over shops



Community hall, marketplace and health centre



Spilling out onto public spaces
Neighbourhood Centre, Poundbury, Dorchester

4.4.2

The definition for 'net site area' is set out in PPG3 and excludes major distributor roads, open spaces serving a wider area and significant landscape buffer strips.

4.4.3

Some flexibility will be permitted in determining the optimum mix. Set out below is an approximate accommodation schedule within the 400m walkable catchment area:

- A two-form entry primary school of approximately 1.87 hectares including pitches etc., located adjacent to a neighbourhood nursery (and close to the multi-functional community building - see below)
- An area of approximately 0.4 hectares for a multipurpose health facility (including parking), integrated with other uses
- A multi-functional community facility calculated at approximately 940 sqm (including community hall, community trust offices and stores, community meeting room, police office, faiths quiet room, training room and community suite, changing facilities and toilets)
- A small supermarket. The Borough Council requires that this is limited to a maximum of 1,000 sqm floorspace
- A public house / restaurant of say 500 sqm floorspace
- Small retail units, combining to an aggregate of say 1,000 sqm floorspace
- A leisure facility of a size to be determined
- B1 workshops of, say, approximately 2,000 sqm floorspace
- A mix of residential units combining to provide 156,200 sqm of floorspace
- Live-work units, equating to approximately 4,680 sqm floorspace.