

4 Planning and design principles

Briefing requirements are organised according to nine planning and design principles:

- 1 An efficient, comfortable and attractive transport interchange hub
- 2 A framework of streets and squares
- 3 A landscape structure of places and spaces
- 4 An interwoven mixture of uses
- 5 A diversity of housing types and tenures
- 6 Higher densities to support a critical mass of facilities
- 7 A strong sense of local identity based on distinctive design
- 8 Conserving energy and managing waste
- 9 A sustainable approach to drainage

4.1 An efficient, comfortable and attractive transport interchange hub

4.1.1

The Council's vision for the Station Island site, illustrated in Figure 4.1, has three core components:

- An enlarged and upgraded Public Transport Interchange, with an expanded railway station, new bus through routes and a range of other transport facilities that offer the potential for seamless connections between different modes. This will enable greater integration between bus and station facilities and operations in particular;
- An intensely mixed-use hub at the southern end of Station Island, integrated with the transport interchange and facing onto the new town park;
- A linear strip of mixed use development stretching to the north that weaves together high quality business space and residential accommodation.

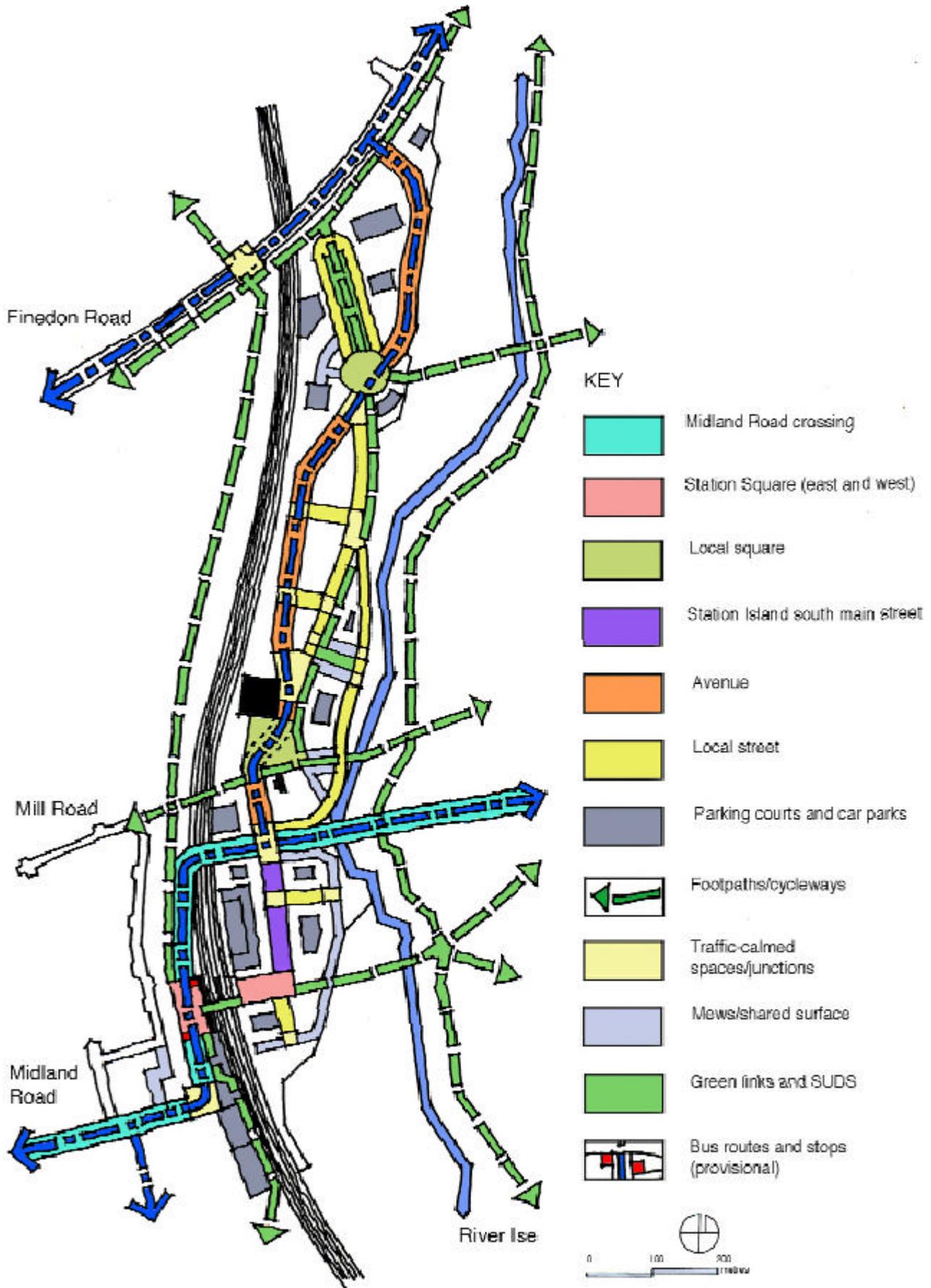
4.1.2

The indicative layout is based on the fundamental principles of traditional urbanism, adapted to the particularities of Wellingborough and its landscape setting. It reflects a concept of a settlement bound together by ease of contact and communication, comprising:

- Transport interchange infrastructure that creates the conditions for maximum efficiency and comfort;
- A well proportioned mix of commercial uses, jobs, housing and recreational uses;



The south-eastern edge of Station Island-facing out across the valley



This map is based on Ordnance Survey material

Figure 4.2 Movement framework

- Workplaces, civic buildings, shops and residences positioned in close proximity and focused on a central public spaces;
- A network of interconnected streets providing a choice of routes to destinations and prioritising the needs of pedestrians, cyclists and buses and ensures that cars pass at a respectable speed;
- Bus routing and bus stops positioned to be within close walking proximity from homes and workplaces;
- An urban structure based on a street hierarchy that assigns different mixes, character and density ranges to their most logical positions within the overall plan;
- A clear distinction between building fronts facing onto public spaces and the rear of buildings facing onto private block interiors;
- A range of different public spaces provide a range of settings for play and relaxation;
- A clear landscape framework that preserves essential landscape features of the site and helps shape the unique qualities of the Station Island area.

Strategic route network

4.1.3

Organising the layout of the site so that it overcomes the constraints posed by the railway and valley as far as possible to reach out to the surrounding area is a significant challenge. There are significant benefits to ensuring the area is well connected, and yet traffic needs to be managed to ensure the principal routes do not create additional points of severance. Figure 4.2 illustrates the overall proposed route network. Whereas the avenue serving as a north-south spine for Station Island North will be designed to facilitate through movement by all modes, a range of measures will be introduced to ensure that the Eastern Relief Road serves as the principal strategic route for HGV traffic. Routes must also be designed to minimise the visual, aural and air quality impacts on existing and future residents.

4.1.4

Transport proposals for Station Island need to be taken forward in conjunction with wider plans for the Wellingborough East route network, in particular:

- The proposed Eastern Relief Road, which will be introduced as early as is practicably possible and will serve to remove extraneous HGV traffic from the area, extending from Finedon Road to the north;
- The new Midland Road crossing, to connect with the new Wellingborough East Neighbourhood Centre to the east;

- Traffic calming and streetscape improvements to streets beyond the site area, such as Midland Road and Mill Road (described below).

4.1.5

Work is also ongoing as part of the Transport Impact Assessment preparatory process, to evaluate the impact of the development on the wider highways network and determine appropriate mitigating measures. This will include the need to manage traffic along the Senwick Road, Elsdon Road and Eastfield Road corridor and along Midland Road.

Pedestrian and cyclist circulation

4.1.6

A fundamental requirement of the development is to create a pleasant walking and cycling environment, which not only makes the Transport Interchange as easy as possible to get to, but ensures that the whole area is around the principles of walkability. The street network is therefore to be designed to give maximum permeability for ease of movement. Routes are aligned with natural desire lines to provide direct, attractive and comfortable links for pedestrians and cyclists and traffic-calmed links for other vehicles.

4.1.7

Dedicated strategic cycle route links through the area are to be provided, forming part of the wider Wellingborough Urban Cycle Strategy promoted by the Borough Council. These need to be well lit and attractively landscaped. Within the area, the network comprises the following routes:

- south of the railway station, leading through to Senwick Drive and into Castle Fields. The detailed design of this will need careful consideration in relation to the proposal to deck the southern station car park (see below);
- from Midland Road, over the proposed new pedestrian and cycle bridge at the station, through the proposed town park and up to Wellingborough East Neighbourhood Centre;
- an upgraded route between Mill Road and the railway station;
- a route between Mill Road, over the bridge, through the town park and up to Wellingborough East Neighbourhood Centre;
- a spine route through Station Island North, which branches off to the proposed second Wellingborough East local centre;
- a route along Finedon Road.

4.1.8

Ensuring safe pedestrian and cycle routes to schools is a key influence on the design. Measures will need to be taken to enhance the quality of routes and junctions to schools in both the existing town to the west and to the new schools to be provided as part of the wider Wellingborough East proposals on the eastern sides of the Ise Valley.

4.1.9

Traffic calmed street design (to 20mph or less) can reduce the need for segregated cycle lanes, especially when the detailed layout design of junctions, crossings and surfaces has the needs of cyclists in mind. However, should this be considered necessary in the design of the Avenues, Station Island South Main Street and the Midland Road Crossing, then incorporating a raised kerb is helpful. Disjointed sections of cycle route are to be avoided.

A high quality bus network

4.1.10

Developers are required to work with the bus operators and the County Council's Sustainable Transport team at an early stage to ensure the highway network serving the development is designed to accommodate bus routes which are capable of becoming commercially viable at a reasonable frequency, at least during Monday to Saturday daytimes. Such routes will need to:

- Serve the maximum possible catchment area and link appropriate origins and destinations in the shortest possible time to attract the maximum possible revenue
- Be as short and quick as possible to reduce operating costs
- Be funded through developer contributions during the period the development is being constructed and patronage is building up.

During the construction period, the road network should be constructed so that public transport can serve each area of the development before any of that area is occupied.

4.1.11

Bus routing and infrastructure will need to be fully integrated into designs for the interchange and within the network of principal streets serving the area. High quality waiting facilities are to be provided with shelter, seating, good lighting and timetable information. These will be placed at approximately 400m intervals, as indicated in Figure 4.2, and connected to the surrounding areas via attractive, well-lit footpaths. In the vicinity of the station, covered bus stops will be provided west of the station only and staggered to avoid conflict with the pedestrian-

only station plaza. The Station Island South street network will enable buses to turn on the eastern side of the station, though this will not be possible on the western side of the station with the new station plaza and ramp up to the Midland Road crossing.

4.1.12

The new route network is to include:

- an extension to Midland Road, over the new bridge, as the main east-west bus spine for Wellingborough East (at present Midland Road forms a cul-de-sac with Route 27 looping around at the railway station);
- a north-south bus link passing along Station Island - between the new bridge and Finedon Road.

The new Public Transport Interchange

4.1.13

The plans for Wellingborough East envisage a significant station upgrade, so that a new entrance is provided to the east and a new pedestrian and cycle bridge is provided over the tracks. This will serve to place the station at a pivotal position between the Town Centre and Wellingborough East and provide a much larger and more balanced passenger catchment within easy walking distance of station facilities. The footpath / cycleway extending to Station Island and onward to the Neighbourhood Centre will further improve its accessibility.

Future transport interchange requirements

4.1.14

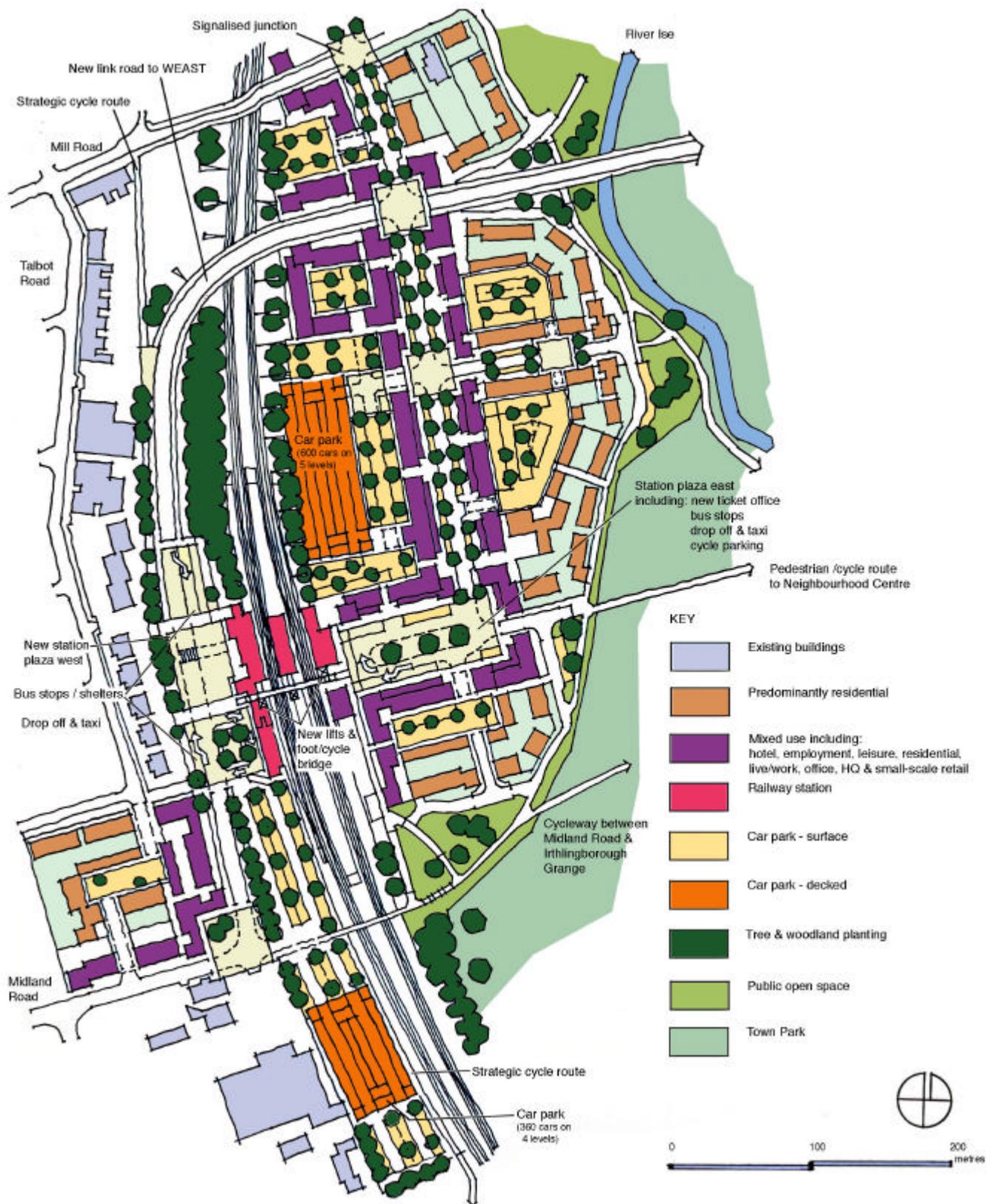
The specifications for the proposed upgrading and expansion of the railway buildings will be largely influenced by Network Rail and the Strategic Rail Authority's technical requirements. These are summarised in general terms below (and illustrated in Figure 4.3).

New eastern railway station building

4.1.15

Facilities contained in the new railway building to be located on Station Island east of the tracks will essentially mirror the existing facilities. Station size is to be in accordance with the requirements of a category 'C' station and the criteria set out in Network Rail's MFAS document. This will include:

- A waiting room with integral cafeteria / coffee shop (approx. 60 sq m plus kitchen and stores)
- Possible newsagents (30 sq m)
- lavatories
- Small convenience retail



This map is based on Ordnance Survey material

Figure 4.3 Illustrative layout of Station Island South