

**Town and Country Planning Act 1990 (As Amended)
Local Highway Authority (LHA) Response**

Application Reference	WNN/2023/0083		
Proposal	<p>OUTLINE PLANNING APPLICATION FOR FOR THE REDEVELOPMENT OF LAND AT NORTHAMPTON STATION. PHASE 1 – APPROVAL SOUGHT FOR DETAILS OF ALL RESERVED MATTERS FOR THE CONSTRUCTION OF A MULTI-STOREY CAR PARK AND PUBLIC REALM WORKS INCLUDING; ACCESS ROAD, FOOTWAY, CYCLE WAYS, COVERED WALKWAY, COVERED PARKING HUB, MOTORCYCLE PARKING, ACCESSIBLE PARKING SPACES, TAXI WAITING AREAS, TURNING AREAS, STREET FURNITURE, VEHICULAR SET DOWN/ PICK-UP POINT AND BIN STORAGE.</p> <p>PHASE 2 – APPROVAL SOUGHT FOR DETAILS OF; MEANS OF ACCESS, SCALE AND LAYOUT FOR THE CONSTRUCTION OF A SIX STOREY RESIDENTIAL BLOCK TO ACCOMMODATE A MAXIMUM OF 280 UNITS AND APPROVAL DETAILS FOR MEANS OF ACCESS, SCALE AND LAYOUT FOR THE CONSTRUCTION OF A FIVE STOREY HOTEL COMPRISING A MAXIMUM OF 100 ROOMS, ASSOCIATED ANCILLARY ACCOMMODATION, RESTAURANT AND ASSOCIATED PARKING AND TURNING AREAS. DETAILS OF LANDSCAPING AND APPEARANCE OF PHASE 2 BUILDINGS RESERVED FOR SUBSEQUENT APPROVAL</p>		
Location	CAR PARK RAILWAY STATION , BLACK LION HILL, NORTHAMPTON		
Case Officer	Misbah Uddin		
Date Consulted	26 January 2023	Date Sent	26/06/2023

In respect of the above planning application, the local highway authority (LHA) has the following observations, comments and recommendations: -

Hotel

Due to the proximity to the train station and the abundance of other options within the town centre area, a hotel with zero parking will not be an issue.

Residential

- Although this is a relatively sustainable area, it is not within the town centre and must provide a suitable level of parking provision for residents or visitors. options for basing a car club on site, e.g. in an under-croft car park could be explored.

Transport Statement

- 2029 future year has been assessed, but this needs to be 2031.
- Confirmation of the 2022 survey dates is needed.
- The transport statement wrongly states the development is within a permit parking zone. There is however a permit parking zone on the east side of St. Andrews Road, between Mare Fair & Spencer Bridge Road. Although this area will not be impacted by a lack of parking within the development the Semilong area to the North and the St. James are within reasonable walking distance and are not covered by permit zones. In our experience simply not providing parking spaces for residents, does not necessarily reduce car ownership entirely.

Trip distribution

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- Section 6.3.4 states “All traffic generated has been distributed onto the local highway network via the site access junction along with the Spencer Bridge Road junction to the north and Mare Fair junction to the south.” Clarification is needed, does this mean that no traffic has been put through the Spencer Bridge Road junction to the North?
- The practical reserve capacity of 0.85 RFC and 90% DoS.
- The assessments carried out demonstrate that multiple arms in the 2029 assessment of the St. Andrews Road / Spencer Bridge Road / Wilmington Terrace junction. The development results in substantial increases at this junction, putting it out of the acceptable practical reserve capacity. Therefore, updated assessments in the 2031 future year need to be carried out and nil-detriment highway mitigation schemes proposed.
- The St Andrews Road / Mare Fair / Black Lion Hill junction is operating well within capacity in all scenarios. Therefore, no further assessment will be required at this junction.

Layout

- Tracking plans are required to demonstrate the largest vehicle that would access the development.
- The crossing point from the set down spaces goes in to the taxi bay. The taxi bay will need to start after the crossing point. Tactile paving will be required on either side and straight edges, not curved kerbing.
- We welcome the addition of a segregated cycle route through the site. This would appear to be a promising addition, although it does not continue to the site entrance at St Andrew’s Road. We would ask that this should continue to St Andrews Road and a transition provided to enable cyclists to leave the road and access the facility and to also return safely to the road when leaving the station. This will probably require a crossing suitable for cyclists of St Andrews Road. This is important not only to encourage users of the station to walk and cycle and to be able to do so safely, but also as the wider proposals will potentially include a residential development and we would wish to see travel by sustainable means engendered from the start.
- There is concern that the segregated cycle route may be secluded from view, so may not feel particularly attractive from a personal safety point of view. We would seek assurances that the route will be well lit and overlooked.
- The eastern end of the cycle track also needs to lead directly to the cycle parking so that users do not have to dismount and push their bike through the site, and conversely are able to remount immediately from removing the bike from the cycle racks. This is especially important for those who rely on using a bicycle for mobility and who are otherwise limited in their movements. This will also help eliminate any potential conflict between users in the accessible car park area.
- Further to this, given that many users of the cycle parking facilities would be leaving their bikes for long periods of time, this would seem like a good opportunity to introduce a secure, undercover “bike-hub” type facility similar to the one recently introduced at Kettering Rail Station. This could include electric cycle charging points.

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- Whilst the St Andrew's Road entrance will likely cater for cyclist's approaching from the north-east of the town (i.e. approaching from the east side of the rail line), those from the south and west are likely to access the station via Black Lion Hill (the latter approaching along the A4500, which provides an easier cycle route than via Spencer Bridge Road). Improved provision is therefore arguably needed for cyclists entering the car park from this side, which is currently only possible via a relatively narrow shared surface alongside the station building. It is noted from the consultation display banners that there is to be a review of all aspects of accessibility in and around the station building. This should include investigating the scope for widening the access route from Black Lion Hill into the car park, possibly by adjusting the position of the adjacent wall bounding the proposed hotel site. This will allow easier access by cycles and minimise conflict with pedestrians, and ensuring this is also linked directly into the cycle parking area, potentially by installing a Parallel crossing to link with the east end of the segregated cycle route.
- In terms of walking, whilst there is proposed a clear walking route from the car park to the station building, there does not appear to be an obvious, direct route from St Andrews Road. Such a route should include crossing points that follow the most likely desire line.
- There is concern that the motorcycle parking is located some distance from the station building in an area that doesn't have natural surveillance at all times of the day and may invite attempts of theft.
- Will there be benches installed to serve the rail replacement bus areas?
- Access to secure cycle parking for residents, separate from the public station cycle parking, should also be included.
- The car park should be designed so that all the spaces can have EV charge points fitted in the future.

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