Chapter Four: Site Principles

Chapter Four: Site Principles

This final chapter, summarises the key attributes and issues of each town, drawing together the themes of Chapters 2 and 3, and then applies those findings to creating specific principles for strategic sites within the settlements.

37. Wellingborough

37.1 Summary of overall policy and principles recommendations

Well connected...		**Mix up uses**	**Streets for All –safe, pleasant, characterful and lively for all users**
...From the centre to the edge	Prioritise the historic radial streets, which are the most connected, for improvements for all modes of transport. Ensure good connections to these radials for the major new urban extensions, ensure that they are the focus for active mixed uses and that they are of high quality for all users, particularly pedestrians, cyclists and public transport.	The town is of a walkable and cyclable scale, with relatively well connected structure, but industrial and out of town shopping areas are much less walkable and segregate shopping and employment from the residential and cultural areas. In future, greater use of mixed use areas and enhance zoned areas for all.	New development in Wellingborough should draw from its existing character in streets and forms to achieve development which is locally distinct**,** understanding the local street patterns and geometry - There is a clear pattern of streets and open spaces. There are historic regular and irregular grids. Built form continuously encloses the spaces between buildings to define it.
...Through the suburbs	Connecting up the cul-de-sac areas where possible and ensuring that existing shopping and service areas are developed to promote walking and cycling access.	More mixed use areas in new development and fostering the existing small local centres with additional mixed uses and employment should occur. Also a more flexible mixed use approach to the SUEs could allow for more employment space, and smaller unit sizes within the SUEs	
...At the edge	The A45 and A509 form barriers at the edge of Wellingborough. Where development has already gone beyond, or seeks to grow beyond these barriers, the roads will need to change character, so that they are more pleasant for everyone to use – both along and across the roads. Lower speeds, pedestrian and cycle crossing points, pavements alongside and frontage on to them will need to be created. The Isham-Wellingborough Improvement road (IWIMP), should be designed with pedestrians and cyclists in mind to ensure it does not become a similar barrier. The development of the edges of Wellingborough will need to consider longer term growth opportunities to allow future development to connect to new and existing areas. In addition, improving connections at the edge of the settlement to facilitate access to the surrounding smaller villages by linking up GI routes and improving cycling facilities along the radial routes beyond the settlement will be important. Creating a good first impression at the gateways at the edge of the settlement was also considered advantageous		
...Via green space networks	It will be important to capitalise on the excellent GI links within the town to make more connections, and to make the connections of high quality to facilitate access to the Nene Valley in particular, and links to local settlements. Capitalise on heritage of significant street trees.		

37.2 Potential Strategic sites - Policy Recommendations

37.2.1 Wellingborough East – Stanton Cross

The site lies within a sector assessed as Grade B so it has a good level of possible integration with the wider town.

The approved masterplan and the Wellingborough Site Specific Proposals DPD seek to create connections and WEAST could successfully link and extend the eastern radial out across the railway line. Nonetheless as the detail emerges, or if the master plans changes, the following policy recommendations should be borne in mind:

- Maximise GI connecting opportunities, particularly to the Rivers Nene and Ise
- Make connections to radial routes as straight and direct as possible
- Improvements to gateway points to the site including the Station.
- Focus mixed use development along the extended radials within the site
- Provision of walkable connected streets, based on characteristic Wellingborough street patterns and forms. 2 clear street patterns exist close to site (Victorian rectilinear grids and post War irregular grids) which could form the starting point for designing new street patterns. Ensure development allows for future expansion along primary and other streets.

37.2.2 North West Wellingborough

This large site lies within a sector assessed as B/C (with B being the closest to the existing town).

The approved masterplan seeks to create connections and resolve some of the problems of the A509. Key remaining issues/policy recommendations are:

- Integration of IWIMP to allow access across and along for peds/cyclists
- A509 to south – improvements to allow access and links to existing local centres and to newly accessible countryside to north. Encourage frontage development to A509 south side.
- Scope for improved linkages east to Park Farm Way industrial estate and thence Nene GI linkages.

37.2.3 Appleby Lodge

Development principles are set out in the Wellingborough Site Specific DPD, but additional matters are highlighted below. The site lies within a sector assessed as C on the integration grading.

- Continue GI corridors through Park Farm Way and to south and enhance out into open countryside. Potential additional orbital routes to link to NW Wellingborough GI routes.

- Need to overcome major barrier of A509 with better access for all modes across and along this route, and encourage built frontage wherever possible. Reducing speed on the road and connectivity improvements to make it less of a barrier to movement across it. Enhancements for walking and cycling along Sywell/ Hardwick Roads.

- New development should seek to connect to existing streets in the existing Industrial estate and enhance the green infrastructure and public realm routes to the site through the existing industrial area. Ensuring that the streets are designed for all users, so that whilst the area is only for employment uses, it still feels a pleasant route through the town to access the countryside beyond.
- Ensure that alongside the main employment uses, other local facilities, such as crèche, local shop/sandwich bars and open spaces are provided to ensure a wider mix within the area.
- Use Wellingborough town (and local settlement) connected street patterns and forms to generate local character, particularly the irregular grids and linear forms in Wellingborough and in its surrounding settlements. Ensure that new development fronts onto the main routes through the site, providing pedestrian access at the front from the street.

37.2.4 Park Farm Way/Shelley Way

Development principles are set out in the Wellingborough Site Specific DPD, but additional matters are highlighted below. The sector assessment has focused on land outside the current town edges, which does not apply to this site. However, using the same methodology, this site would be graded B on the basis that it can connect to a brown route (Northampton road), it could link to the adjacent red route and the local grid, it can access nearby GI routes and provide a GI connection through the site itself. The main barrier between it and the town centre is the distance and how pedestrian and cycle friendly Northampton Road is, which could be improved relatively easily:

- The site is adjacent to a radial route into the town centre and a GI route to the town centre. Both are already good routes, but any enhancements for walking and cycling could further improve them.
- Ensure active frontages to Northampton Road and enhancing the gateway into Wellingborough here would set the tone for the rest of the radial.
- The site offers scope to enhance access to the wider countryside and the potential to extend the existing GI route into the countryside, and to reduce the severance effect of the A509 by offering safe crossing points across it (with necessary reduction in speed) and frontage and landscaping along it to increase the sense of enclosure and help reduce speeds. The Site Specific DPD seeks provision to be made for widening this road. If this is brought forward, this would need to reconcile the need to cross the road. This may well require design intervention such as a generous central reservation area to allow people to cross/boulevard approach (see example from Milton Keynes below). A boulevard approach would also allow for a local street alongside the main thoroughfare which could be slower speed and have frontage access along it. The Site Specific DPD also suggests having a landscaped buffer alongside the A509. Introducing additional landscaping would help to reduce speeds and create a better sense of place, but it should not provide an additional barrier to crossing the road. Built frontage to the road and direct access from it to side streets would also help to serve to reduce speeds and animate the street.

- The site could blend well with the existing local street pattern of rectilinear grids and should seek to connect to these wherever possible

Resolving the issue of crossing the major roads which encircle the existing edges of Wellingborough, and across new roads like the IWIMP is common to many of these sites so that the new developments can connect easily to the existing town. The approaches adopted will depend on the expected vehicle movements along the roads. In some instances, reducing the vehicle speed, introducing building frontage and having side roads access on to them could work. For roads which will need to maintain a high number of vehicle movements and higher speeds, adopting a boulevard approach may work since it would allow the same amount of traffic through, would facilitate frontage access to the access lanes and would divide up the carriageway so that its easier for pedestrians to cross. All this would need to be coupled with work to the existing wider network, as cars may well try to divert off the ring roads through local streets or the town centre.

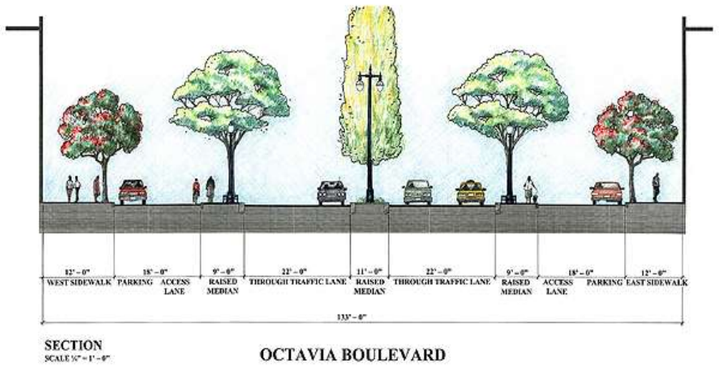




Figure 185 Boulevard, Milton Keynes

38. Corby

38.1 Summary of overall policy and principles recommendations

Well connected...		**Mix up uses**	**Streets for All –safe, pleasant, characterful and lively for all users**
...From the centre to the edge	Focus on the key road routes to the town centre to ensure they are designed with pedestrians, cyclists and public transport user in mind along with improved links between the out of town retail and the town centre.	New employment should be delivered in mixed use areas which should include a network of connected walkable streets, green spaces, a variety of unit sizes, community and retail spaces so that they can serve the employees and nearby residents. Existing zoned areas need to be developed to connect with the rest of the town, so that they are pleasant to go through to get to developments beyond them.	Change emphasis on road strategy to prioritise pedestrians and cyclists. Increased use of home zones and low speed limits in residential areas, reduce speed limits on existing trunk roads within the town to allow for cycling, walking and encourage frontage access to and built form to line these streets.
...Through the suburbs	Neighbourhoods are disconnected by major roads and street pattern of cul-de-sacs and loops. New neighbourhoods to be internally well connected, but also to improve links through existing areas to local centres/town centre. There are few choices of routes in the employment areas to the North East of Corby, and so providing additional streets would help people access the employment and services more easily. Significant interventions are needed to link up cul-de-sacs and create more connections to adjoining communities, such as is planned at Kingswood.	Continue efforts to intensify and diversify land use within the town centre and to improve its links to the Old Village. but also Explore scope to accommodate small scale employment, and housing in existing local centres to support their viability.	
...At the edge	Ensure new development and access to the countryside at the edges of the town is not severed from the town by the existing large roads or industrial areas.		
...Via green space networks	Keeping the focus on green infrastructure, not just as a destination, but also a connecting route, is important. Prioritising funds towards the creation of well connected safe routes through the open space will continue to be very important.		

38.2 Potential Strategic sites – Policy Recommendations

38.2.1 Corby West SUE

This site sits within the sector assessed as D integration since there are significant issues. Addressing these will be critical and the following principles set out the key matters to overcome these integration problems.

- **Improved connections to town centre via:**

Create linked GI route from the town centre, through existing areas and the new development, to the wider countryside. This could be achieved by linking the existing pockets of open space within the existing residential areas with foot/cycle paths to form a route and by utilising the green open space around Cottingham Road to form a GI link into town. Safeguard the connections in future development.

Enhancements to Cottingham Road to improve walking and cycling links and crossing the roundabouts (also links to local schools).

Links to Gainsborough Road and walking/cycling enhancements where necessary.

- **Improved local integration through:**

Design changes to A6003 to reduce speeds, create routes along and across it and provide built frontage wherever possible. Make best use of the water easement to create enclosure and interest through landscaping, public art and views of built form. Needs to be coupled with assessment of wider network so that traffic doesn't reroute onto local streets.

Create as many linkages through to the existing streets as possible, but in particular through to Gainsborough Road and around both school sites. Safeguard these connections in future development.

Improvements need to be carried out to the existing town structure – creating connections across the road (eg links to Beanfield estate – continue pedestrian/cycle links across such as off Bridgewater Court and creation of frontage on eastern side of A6003).

Enhanced GI routes to local centres eg Danesholme.

- **Improved access to wider countryside** through better links to Jurassic Way and surrounding footpaths. Water easement a possible new GI route to form GI orbital round Corby.

- **Integrate old and new communities** by creating good access to existing local centres and by providing mixed used areas within the new development with employment, local shops, schools in clusters.

- **Ensure new street patterns are connected**, limiting use of cul-de-sacs and with a clear street hierarchy and with mixed uses and civic uses on the most connected streets.

38.2.2 Rockingham Enterprise Area/Land at Cockerel Road/Willowbrook North

A number of sites are assessed together here since they are within the same segment with similar issues. They are within the town's boundaries and so were not subject to the sector analysis to generate a connectivity grade. However, using the same methodology, the sites are B/C grade in that there are local red routes to connect to and a partial grid which could be connected to and improved along with scope for GI connections.

See also the Rockingham Development Framework which sets out design principles.

- **Improve access to the town centre**

Improve connections to the town centre through provision of Willowbrook GI route and scope to use link along old railway line or GI route alongside. Improvements, where necessary, to Rockingham Road, for walking and cycling. Enhancement to Heritage Way as one of few crossing points of railway line. Improvements to Phoenix Parkway for walking and cycling, scope for more intensive land use to street frontage to create activity and enclosure.

- **Improve Local integration**

Through connecting to existing cul-de-sacs in adjacent industrial areas. Need to ensure walkable block sizes, and wrapping large units with smaller active frontages. Good walking and cycling links to Priors Hall.

- Seek to provide a **mix of uses** including employment, leisure, places for workers to eat, open space in walkable blocks. Whilst pure residential uses might not be appropriate, the area should still be walkable, and compatible with the wider area.

- **Access to wider GI network**

The key GI link to the wider countryside is along the Willowbrook, but also to access the wider countryside to the north.

Walkable employment areas

A key issue is that the zoning of Corby has led to areas within or beyond the industrial areas being disconnected. Ensuring that new development, or redevelopment within these employment districts is still walkable and considers the zone as part of the wider town is important. Using a "smart code" might be a helpful way to consider developing the area, which seeks to ensure walkable areas and the correct forms of building are used within the town. For example in El Paso, Texas where SmartCode principles extend to the airport to create a walkable main street with shops, businesses etc based around 5 minute pedestrian walking zones, see link and example below.

(http://www.elpasotexas.gov/smartcode_workshops.asp & http://placeshakers.wordpress.com/2011/09/16/special-districts-getting-all-mixed-up/)

Ensuring that the built form fronts the streets and has entrances, and offices located at the front to create as many front doors as possible. Servicing and car parking should be contained within the block, behind the street frontage.



39. Kettering

39.1 Summary of overall policy and principles recommendations

Well connected...		Mix up uses	Streets for All –safe, pleasant, characterful and lively for all users
...From the centre to the edge	**Prioritise the radial routes** Prioritise these radial routes, which are the oldest and most direct, for investment in pedestrian, cyclist and public transport movement to promote local connectivity. Ensure there are active frontages along these major spine routes and development does not turn its back on them, as it has done in the past. Focus civic, social and community buildings on the key spine routes to improve access to them.	**Ensure mixed neighbourhoods** Out of centre retail areas need to develop role as local centres too – with much better local access for walking and cycling to nearby residents and businesses. Existing and future employment areas should still be developed to facilitate pedestrian and cycle movement with a wider mix of uses to include open space, shops, leisure, varied unit size and scope for additional housing.	**Promote walkable and cyclable connected places.** The town is of cyclable scale so prioritise cycling as a quick and relatively inexpensive solution to traffic related problems. Use the Victorian and 1930s connected streets as a model for development and limit cul-de-sacs in new development.
...Through the suburbs	Identify ways to reconnect the isolated suburbs to the centre and to each other by joining up routes, creating links. Similar problems exist in some of the industrial areas, where connecting routes to ione another would allow these areas to form part of the overall movement structure of the town.		
...At the edge	Create better direct, logical and safe pedestrian and cycle links across the major roads which encircle the town. If the town is to develop beyond the A43 and A6003, then the character of the roads will need to change so that they do not create such barriers to movement across them. This will need more tree planting, wider footways, active frontage where possible, pedestrian routes along and across and streets accessed off the main roads. Landscaping to give a sense of enclosure, where frontage built form is not possible could help to integrate the street into the rest of the town and reduce speeds. This would need further detailed assessment to see if this is physically possible. The A14 creates a significant barrier to the countryside and outlying settlements. The focus should be on the existing bridges and underpasses, and potential to create more, to ensure that they are safe and hospitable for pedestrians and cyclists as well as vehicles.		
...Via green space networks	The rivers should act as a the primary focus for quality routes – both along the Ise, but also the Slade Brook. Ensure new green spaces are well connected to the main movement networks. Street trees and green streets to connect the green spaces. Integrate parks into movement network – so that they become active places on the way to somewhere. Explore opportunity to use the land alongside the railway line as cycle/GI route.		

39.2 Potential Strategic sites recommendations

39.2.1 Kettering North

Kettering North currently has a low integration score of E.

Improve access to the town centre through enhancements for walking and cycling along Rockingham Road radial route, and importantly at the junction with A43/A6003. There is no GI route to the town centre from the North. There are however, disparate open spaces which could be linked by enhancing existing streets to become "Green Streets" with additional landscaping, trees, improvements for walking and cycling, places for sitting.

Improving local integration This is likely to be difficult because of the A43 and the layout of built form to the south of it. Clear and safe pedestrian crossing facilities and improvements to the routes through to the residential areas to the south would be necessary to help overcome this problem in part. Some built frontage to the A43 would help to reduce speed and should be linked to opportunities to places to cross and access into the existing open space.

Mixed use

Any new neighbourhood to the north should include a mix of uses to ensure that it fits into the town's structure providing people with a greater mix of uses such as opportunities for cafes, crèches, open spaces.

39.2.2 Kettering South (Sector 4a and 4b)

Improving access to the town centre is difficult because of the major barrier of the A14. Improvements to Junction 9 for pedestrians and cyclists would be critical, as would enhancements along the radial route (Pytchley Road).

Scope exists to use the river Ise and rail corridors as non vehicular connecting routes to the town centre and this could form the main spoke of a GI route to the centre, complemented by linking "Green Streets".

Mixed use neighbourhoods: The existing out of town retail and business areas provide scope to create a mixed use local centre for any new development south, but this would need to be alongside measures to allow people to easily access the existing facilities to the North of the A14. In addition, provision of a mix of uses within the site, to provide services for employees, and a mix of built form sizes. See special note on "Employment Areas – mixed use and walkability" p134 which is also applicable here.

A connected street pattern of walkable streets would be necessary, with local villages such as Burton Latimer providing clues on character and street form, rather than the suburban cul-de-sac layouts to the north of the A14.

40. Burton Latimer

40.1 Summary of overall policy and principles recommendations

Well connected...		**Mix up uses**	**Streets for All –safe, pleasant, characterful and lively for all users**
...From the centre to the edge	Improve radials for walking, cycling and public transport with slower speeds, wider pavements and tree planting.	There is scope to introduce a greater mix of uses in smaller scale units within the town centre, to support more employment and a wider mix of uses within the town. There is a significant change in scale and urban grain to the north west of the town in the employment areas. There could be continued pressure for continued large scale employment but this needs to be alongside a wider mix of uses, and smaller units, which can provide a more animated and human scale frontage and street pattern, and facilitate a wider mix of uses.	**Use the historic layouts to guide new development:** The existing interconnectivity, pedestrian scale and grid layout which characterises the existing morphology of the town needs to continue with any new development reflecting these principles. **To support the town centre** public realm improvements on the High Street would create a safer and more pleasant environment.
...Through the suburbs	Improved access to the town centre from the residential area to the east.		
...At the edge			
...Via green space networks	Join up the green spaces, using the River Ise and local streams as connecting routes through the town. Improve cycle links to Kettering –explore the potential for links alongside railway line and Ise.		

40.2 Potential Strategic Sites - Recommendations

40.2.1 Kettering Business Park adjacent to A6 Burton Latimer

The site is disconnected from the town by the A6, so overcoming this barrier would be critical in its integration. Good scope exists to connect the site to Burton Latimer via a GI walking and cycling route following the existing footpath connections, but this would necessitate much better crossing points of the A6.

Street connections are currently limited to the Cranford Road, which also would need improvements for walking and cycling. Limited scope exists to create more local connections to the residential areas to the south (Woodland Drive area).

Historic layouts – whilst large employment units are likely to be promoted here, ensuring they are within a more traditional street pattern and form will help to link the area to the town. Cranford Road is the most important street, and could form the skeleton of a main street with uses fronting on to it and with a network of smaller streets springing from it, with a variety of unit sizes and uses. Ensuring GI routes continue through the site in open space to add to the mix of land uses.

41. Desborough

41.1 Summary of overall policy and principles recommendations

Well connected...		Mix up uses	Streets for All –safe, pleasant, characterful and lively for all users
...From the centre to the edge	Ensure the town centre is as accessible as possible from: the North - public realm improvements and more active uses along Harborough Road to encourage walking and cycling and additional connection over railway line to connect to Desborough Greenspace and a GI route within it. From the west - Ensuring better connection across the Harborough Road . From the south - potential to create a southern gateway into the town and to improve the entrance to Federation Avenue and Pioneer Avenue and public realm improvements.		Better quality public realm is required in the town centre to make it feel more pleasant. Public realm works to signal a sense of arrival and draw people into the centre from the old A6 would be beneficial. Better quality streets for cycling along radials and for public transport.
...Through the suburbs	Cul-de-sacs should be limited in new developments and ensure that new development uses the traditional character of Desborough's Victorian grid streets or the more rural historic lanes to generate new places which connect to one another and respond to the local context. Promote walking and cycling connection to Rothwell.		
...At the edge	There is poor access to countryside to the north, but potential to improve this via a new bridge link to Desborough Green Space. Access to the south is restricted by building form. Any new development and infill on the edges should create a good countryside edge and provide new links to the open space.		
...Via green space networks	New open spaces should be seen as part of a wider framework and should be provided as part of new development. New and existing GI assets should be linked with wider GI corridors identified by the River Nene Regional Park (RNRP), the Kettering Green Wheel project and the emerging Kettering Site Specifics DPD.		

41.2 Potential strategic sites recommendations

41.2.1 Desborough North

This site is assessed as Grade D, so there are significant issues on integration to address.

Connection to town centre:

Ensuring better connection between the urban extension at Desborough North and the town centre is very important, so it can support the centre's success. The main barrier is the railway line which separates the two so the additional bridge across the railway is considered critical to help this area integrate better.

The only street link is Harborough Road, so upgrading the quality of this street to make it as pedestrian and cycle friendly as possible will be needed.

Local integration

The Grange, to the south of the site is built on a cul-de-sac street pattern with very contorted streets which will make it difficult to connect to and routes through it somewhat illegible. Maximising the number of connecting points, but laso having a clear hierachy to identify the main street within the development will therefore be important. Local links to the adjacent employment area should also be of high quality for people working nearby.

The site could connect into Back Lane which links two key routes through Desborough (Harborough Road and Pipewell Road) and would provide some more direct links to the radial route into town.

GI

Development could connect to existing footpaths and the wider network. These footpaths do not directly link to the centre, but should link into any future GI network towards a new railway crossing. . There are links to the surrounding countryside and villages. Local GI corridors are found to the north of the site and so the site offers scope to connect to these and to link them to the GI route to the town centre.



Figure 186 Harborough Road – simple measures to visually narrow the road to help slow speeds, different surface treatments and wider pavements to prioritise walking and cycling movement on this key radial. Good ideas are to be found in the Hamilton Baillie Associates "Traffic in Villages" toolkit for rural communitieshttp://www.hamilton-baillie.co.uk/_files/_publications/50-1.pdf





Figure 187 Dunster, Exmoor – showing how simple footpath realignment, surface materials and removal of signs and lines can create a very different lower speed environment that emphasises the character of the place. Images from Hamilton Baillie.

Employment Areas – mixed use and walkability

Ensuring a mix of uses within employment areas is important to encourage a walkable neighbourhood.

Key principles:

- Include commercial services such as banks, childcare, and cafes near offices and industries, so employees can undertake daily errands without needing a car.
- Include parks, public squares, and recreational facilities within office and industrial sites.
- Require connections to adjacent neighbourhoods.
- Require a connected street pattern. Avoid cul-de-sacs.
- Require pavements and cycle routes, regular pedestrian crossings, street trees.
- Require that service areas and outdoor storage be located to the rear of buildings and out of pedestrian pathways, to the extent feasible. Require each building or development to be connected to adjacent buildings or developments via direct walkways.
- Require pedestrian breaks and/or crossings at regular intervals
- Require that buildings face and have entrances near the street
- Encourage buildings to have active uses onto the street ie offices, factory shops etc

42. Rothwell

42.1 Summary of overall policy and principles recommendations

Well connected...		Mix up uses	Streets for All –safe, pleasant, characterful and lively for all users
...From the centre to the edge	**Improve east –west links** There is limited connectivity between the east and west of town, so an additional eastern link to the north of the town, avoiding the historic core of the town centre would ease congestion in the town centre. Potential to create an additional pedestrian link from the east to the town centre? Connectivity should be improved to the west of the town, as the road network is not well connected and difficult navigate.	New community facilities should be located on the key radial routes or well-connected grid streets, not on cul-de-sacs or loops. Routes to schools must be good quality, lit, have a hardsurface, be wide so they are suitable for cyclist and walkers, and be more direct than driving. Schools may need to allow secondary access points into school, and not just the front entrance (this could be for limited periods of the day to limit security concerns) to facilitate walking to school.	Walking and cycling links to Desborough should be improved as access between the two towns by this means is poor given their proximity. Additional cycle route to Kettering along the proposed GI link Removal of town centre on-street car parking, widening of pavements and improved pedestrian environment especially at the point of connection of Bridge Street/High Street and Desborough Road Promote safe walking and cycling along existing routes and signage for walking and cycling times to key locations
...Through the suburbs	Existing residential cul-de-sacs and loop road layouts are difficult to add additional development onto and this should be avoided with any new development.	Employment Alongside employment within the town centre, any employment sites on the edge of the town (such as to the west and south near the A14 junctions and close to the A6) need to ensure excellent walking and cycling links along the radial roads into the town centre. There is scope for small scale mixed uses within the north of the town too within the SUE to provide for passing trade.	
...At the edge	Existing town has good links to surrounding open space, so use this as a model for new development?		
...Via green space networks	New development should continue the pattern of close links into the large open spaces. New development should provide for future development through linkages to open countryside outside the site boundary. Access to the Ise, and enhancements of footpaths to the North to reach this longer footpath network would benefit the wider GI network. There is an opportunity to enhance the park to the south of the Church, which is already a good connecting route with more facilities to draw more use, such as a cafe.		

42.2 Potential Strategic sites recommendations

42.2.1 Rothwell North (1A and 5B)

The site is split between two segments. To the east of Desborough Road has a good level of potential integration (sector 1A), whereas to the west is lower (sector 5B). Both areas can connect to the main radial, Desborough Road, but the western segment has Montsaye School as a block between it and any local streets. Existing streets to the south do not form a connected grid, but connecting to them is possible.

Improving access to the town centre

Public realm improvements for walking and in particular, cycling along Desborough Road are essential and to create a safe and pleasant route to the town centre. There are pavements along its length but there is no cycle route. In addition, improvements to the public realm in the town centre, and particularly the Desborough Road/Bridge Street/High Street junction for an improved environment for pedestrians, cyclists and to create a more pleasant nodal point at this key junction.

Connecting through the green space to the south to link to provide an additional link to the town centre will also be important.

Local Integration

Securing an access point into the school is very important to allow people a shorter route into this major facility. Securing links south into segment 5a is also critical to allow for the area to connect south in future. In addition, securing links to the east to allow any further development to the NE of Rothwell to link to it are also paramount.

GI

Provision for links through to Rothwell Gullet Nature Resrve and to make the most of, and increase footpath links to this from the existing town**.**

Mixed use neighbourhoods

Ensuring a mix of uses within the site, and ensuring that these uses are easily accessible to the wider town is important. The site forms the gateway to Rothwell from the north and offers scope to provide community facilities on the Desborough Road, which is a well connected radial route. Ensuring that the area itself forms a walkable neighbourhood, including the employment areas, will also be key. (Refer to special section on “Employment Areas – Mixed Use and walkability” on p134.

43. Rushden/Higham Ferrers

43.1 Summary of overall policy and principles recommendations

Well connected...		**Mix up uses**	**Streets for All –safe, pleasant, characterful and lively for all users**
...From the centre to the edge	Improve the historic primary streets as the most direct routes to the town centre – particularly for walking, cycling and pulic transport.	Avoid locating key facilities (e.g. schools, doctors surgeries etc) in areas where connectivity is poor. Instead, these should be focused on primary streets, so that they are accessible by a range of transport modes.	Improve facilities for walking, cycling and public transport along the key primary streets.
...Through the suburbs	Existing residential cul-de-sacs and loop road layouts are difficult to add additional development onto and this should be avoided with any new development. Use Rushden's Victorian grid street pattern in any new development, to ensure that places are well connected. Analysis has demonstrated that this grid pattern is the most legible, and supports the greatest number of convenience shops outside the town centre. Identify ways to improve connections between the southern area of the town (i.e. the late 20th century development – cul de sacs). Connect existing cul de sacs where possible		
...At the edge	The A45 and A6 cut off the towns from the surrounding countryside and villages so improved links across these routes is key. in addition to the bypasses, there are several other factors which create barriers to movement at the edges of both towns. These include the pattern of built form (I.e. general lack of permeability) and noise bunding. These matters could be addressed, especially in the south of Rushden, by providing better links to the existing footpaths		
...Via green space networks	Better access to the Nene Valley, and more connections to the existing footpath and bridleway network would allow this to be connecting green route, particularly for cyclists seeking to get to Wellingborough station and the surrounding towns and villages. Connect up existing green spaces to provide a network and look to create new larger spaces on most accessible streets.		

43.2 Potential strategic sites recommendations

43.2.1 Nene Valley Farm

This site is not within a sector with scope to grow (as it is constrained by the A45 and Nene), so was not assessed as part of the sector assessment. However, the same principles can be applied. The site has therefore been assessed as a Grade C. This is because it does have a connection to a radial route (Northampton Road) but no other connections to any other local roads.

Improved connections to the town centre
Improving Northampton Road for walking, and cycling would be important.

Improved local integration measures would be important to ensure that this site was not one large cul-de-sac. Scope for connections to Donne Close and for future development.

Green Infrastructure
The site has the potential to help deliver a better connected GI network providing an improved green infrastructure route to the Nene Valley. There is a public footpath to the east which connects to a bridge to the adjacent major green infrastructure route and so the site can contribute to an wider green infrastructure network of routes by providing a GI route through it, which can link to green routes within the town.

Glossary

Accessibility – access to a range of services through interconnected street networks.

Axial line analysis – Assessment of the street network based on drawing straight sight lines along the streets. The greater number sight lines required indicates a greater complexity in the street pattern, likely making the route less intuitive and legible.

Connectivity An assessment of how easy it is to move around a settlement since a greater number of route options allows more direct travel between destinations –considering how often streets and paths intersect, or how closely the intersections are spaced and how direct the connections are.

Continuous Enclosure – when building frontages define public spaces in continuous building lines. This allows private spaces to be protected by built form whilst the public spaces provide the access points to the buildings. Trees, narrow streets, awnings and canopies can also contribute towards and create a sense of enclosure.

Cyclable – an area within a town or city that is fit or designed for bicycle riding

Cyclable scale – a town where the town centre is within a 10-15 minute cycle ride of the majority of the settlement.

Design codes – criteria established to direct development through design based policies.

Fabric (e.g. urban fabric) – the physical material or built form of a building, structure or city.

Figure Ground Plan – shows the relationship between built and unbuilt space. Building footprints are generally shown in black for instance, and remaining open spaces in white. It is generally devoid of other detail that can confuse or obscure the spatial nature being examined.

Footfall – the number of people walking through a space

Framework (urban) – structure of the town ie its streets, open spaces, squares etc.

Green buffer – a landscaped space serving to protect development from noise/disturbance from adjacent roads/industry but can also provide a barrier to movement.

Green Streets – Conversion of an ordinary street into a heavily landscaped route to act as a connector between parks and open spaces, and to encourage walking and cycling along the route.

Green Infrastructure (GI) –. 'Green Infrastructure' is a network of multi-functional green space. It is set within and contributes to a high quality natural and built environment and is required to deliver 'liveability' for existing and new communities.

Humanize –to alter or make something more civilised and human scale. For instance, to allow for human interaction and enjoyment, or for built form to be designed with small scale details in mind as well as

Homezone – a residential street or group of streets organised to be prioritised for the needs of pedestrians and cyclists, with very low traffic speeds, where children could play and the focus is on the community living in the street, not traffic passing through it.

Isham to Wellingborough Improvement (IWIMP) – A509 Isham to Wellingborough highways improvement.

Isochrone –a time based travel map, showing how far you could get within a certain time frame.

Legibility – the ease with which people can understand the layout of a place..

Local distinctiveness – positive features of a place and its communities which contribute to its special character.

Masterplanning – an overall plan for a specific area or areas such as a town centre, district, neighbourhood or waterfront.

Modal shift – Efforts to encourage people to reduce private car use in favour of walking, cycling or public transport**.**

Morphology – the study of the form of human settlements The study seeks to understand the spatial structure and character of a town by examining the patterns of its component parts and the process of its development.

Mixed-use – a project or limited area of development which combines different land uses, such as housing, retail and office uses.

Noise bunds – man made landscaped ridge to deflect noise from roads/industry

Permeable – the extent streets in urban areas permit movement of people or vehicles in different directions.

Place-making – the art of making places collaboratively in a joined-up approach to city and urban planning.

Proximity – nearness of services and facilities in a particular area of the city, town, district or neighbourhood.

Radial route – streets emanating from the centre to the edge of a settlement in a direct fashion. Street type is also called "main distributors" in the NCC Network Management Plan Road Heirachy.

Sense of place – the feeling of being associated with a location, based on a unique identity and other memorable qualities.

Setback – standard for locating a building or structure at a minimum distance (set back) from the street or plot line.

Site of Special Scientific Interest (SSSI) – a conservation designation denoting a protected area.

Smart Growth – the concentration of growth in compact and walkable urban centres to avoid sprawl. It advocates a compact, public transport-orientated, walkable, bicycle-friendly land use, including neighbourhood schools, complete streets, and mixed-use development with a range of housing choices.

SuDS – sustainable urban drainage system.

Spatial Framework – an overall vision setting out the objectives of a town, district or neighbourhood.

Street Corridor Plan – long term plan for the length of a street, setting out how it can change to improve conditions for pedestrians, cyclists and public transport users and capable of being implemented over time.

Streetscape – the distinguishing character of a particular street as created by is width, degree of curvature, paving materials, design of the street furniture and forms of surrounding buildings.

Townscape – the relationship of buildings, shapes, spaces and streets that gives a town or area its distinctive visual character or image.

Traffic calming – areas where the local quality of environment takes precedence over the needs of traffic .

Urban block – the smallest area of land defined by the grid of streets. It can vary considerably in size according to the layout of the streets.

Urban extensions – the sustainable expansion of a town or city on or near Greenfield sites.

Urban quarter – an area within a town or city with a unique blend of character which is distinctive from other 'urban quarters'.

Urban village – planning and urban design concept whereby settlements have mixture of uses, provision of good transit routes, streets and promotion of walking and cycling.

Walkable (also walkability) – is the measure of how friendly an area is to walking both in terms of what can be accessed on foot, and how pleasant it is to walk about..

Walkable Neighbourhood – a pedestrian friendly urban environment where many daily activities, such as getting to school, work, shops, public transport are within walking distance and so there is less need to rely on the private car.