Northamton Castle Station

Masterplan Options Report
December 2010

P2004261(REP)A001 revision B
Introduction

The purpose of this report is to update the GRIP3 masterplan proposals for the area immediately adjacent to Northampton Station. Previous masterplan studies for this area and adjacent sites were developed on the basis of a concept design for the replacement of the existing station buildings with new facilities and a multi-storey car park. Since the masterplan studies were completed at the end of Network Rail GRIP stage 3 (as detailed in the option selection report) the station design proposals have been taken to a further stage of development. This evolution of the station scheme has lead to changes to the constraints and opportunities for the redevelopment sites, which will be released by the station project. As a result of this, the masterplan proposals are required to be updated to reflect these changes.

The GRIP 3 masterplan was based on the land transfer of 2.21 hectares to WNDC, which provided accommodation detailed in the table below.

<table>
<thead>
<tr>
<th>Block Number</th>
<th>Levels</th>
<th>Office sqm</th>
<th>Retail sqm</th>
<th>Residential *</th>
<th>Parking</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>9</td>
<td>14,545</td>
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<td>3</td>
<td>5</td>
<td>400</td>
<td>4,840</td>
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<td>35</td>
<td>12</td>
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<td>2,060</td>
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<td>15</td>
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<td>5</td>
<td>2,115</td>
<td>6,720</td>
<td>34</td>
<td>45</td>
<td>17</td>
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<tr>
<td>Totals</td>
<td></td>
<td>26,490</td>
<td>2,115</td>
<td>13,620</td>
<td></td>
<td>42,225</td>
</tr>
</tbody>
</table>

* Number of apartments calculated on a 25:50:25% ratio of 1:2:3 beds calculated on areas of 50:70:100sqm

A primary driver for the alternative design strategy for the site was a different alignment for the sewer diversion required by the project. This unlocked the potential for a simpler design strategy to the whole site. The subsequent design development of the station has led to incremental design changes to specific elements of the project.

Draft 1 of this document explored three options (A, B & C) for the masterplan (illustrated in Appendix 1), based on a combination of residential and office-based development projects (as was the case with the original masterplan work). Each option illustrated a different proportion of floorspace, derived from alternative block layouts and varying assumptions on the development constraints placed on individual sites. These variances were described in the text, which accompanies each option. These are now documented in appendix 1 for reference. This report documents the preferred option which combines options A and C.

The identification and development of the preferred masterplan strategy was led by WNDC and CBRE, whose key drivers for the regeneration of the site underpin the masterplan and its contents.

Site constraints and impact on development areas

Three illustrations follow to explain the constraints on the site (P2004261(SK)A001), the impact on the GRIP Stage 3 masterplan (P2004261(SK)A002) and the potential development parcels and access (P2004261(SK)A003).
GRIP 3 Masterplan and updated constraints

1. Proposed forecourt activities relocated from new access road to within close proximity to station providing an improved passenger experience and separating railway uses from potential development areas.

2. Alternative design strategy for station driven by sewer diversion through site and providing a simpler design strategy.

3. Existing sewer retained in this area with diversion along new access road. This results in a no-dock option. Levels have been dropped in this area to allow servicing to station out of public view with a retaining wall to potential development area.

4. Postern Gate relocation was proposed in the GRIP 3 Masterplan and a covered walkway provided to the station.

5. The SAM and former Railway Mason Club were to be retained in the GRIP 3 proposal and is now to be included in the revised Masterplan.

6. Increased development area to the south.

7. Further development of the access road has altered its alignment. The access road now at grade removing the opportunity for a secondary access point off St Andrews Road. The sewer diversion and easement is within the zone.

8. NR maintenance access route was built over in the GRIP 3 proposal, NR require no height limit over the access route.

9. ‘Teardrop’ parking was to be retained for station uses in the GRIP 3. Design development of the station complex releases this area for potential development.

10. The visibility splay to the new access road is to be kept clear.

GRIP 3 Masterplan Accommodation

Block 1: Office with underground parking at 8 levels
Total Floorpace: 14,545 sqm

Block 2: Office with underground parking at 8 levels
Total Floorpace: 11,545 sqm

Block 3: Residential over Office with underground parking at 4 levels
Total Floorpace: Residential: 4,840 sqm, Office: 4,060 sqm

Block 4: Residential with underground parking at 4 levels
Total Floorpace: 2,005 sqm

Block 5: Residential over Retail with underground parking at 4 levels
Total Floorpace: Residential: 6,020 sqm, Retail: 2,115 sqm

BDP
NORTHAMPTON CASTLE STATION MASTERPLAN

GA PLAN
OVERLAY OF GRIP 3 MASTERPLAN
1:1250@A3
25/10/10
P2004261 (SK) A002A
Development Parcels

Total land available for transfer: 1.30ha (excluding access road)

Parcel A - 0.16ha

'Teardrop' parking area bound by St Andrews Road to the east, St Andrews road junction to the north and the station access road to the south west

Vehicular access (blue arrows) as existing

Parcel B - 0.41ha

Bound by the proposed station redevelopment access road to the south, Network Rail maintenance access road/DB shenno headshunt and sidings to the north and east, and the proposed station MSCP to the west.

Vehicular access (blue arrows) can be obtained from the Network Rail maintenance road.

Parcel C - 0.76ha

Bound by Black Lion Hill to the south, St Andrews Road to the east, the proposed station redevelopment access road to the north west and the proposed retaining wall to the south west.

Vehicular access (blue arrows) can be obtained from the proposed access road and potentially from St Andrews Road at high level
Preferred Masterplan (Combined Options A & C; drawings (SK)A004 and (SK)A005)

This option combines the development sites of the teardrop, and north of the access road of option C and the development site to the south of the access road of option A. This is based on a land transfer of 1.35 hectares to WNDC, less than at GRIP 3 due to the change in the station redevelopment, and includes potential development of the teardrop parking area. On the recommendation of CBRE the commercial element has been kept between 70-80% of the total floorspace with the potential to increase residential provision if required. This option delivers the following:

<table>
<thead>
<tr>
<th>Block Number</th>
<th>Levels</th>
<th>Office sqm</th>
<th>Retail sqm</th>
<th>Residential * 1bed</th>
<th>2bed</th>
<th>3bed</th>
<th>Parking</th>
<th>Total sqm</th>
</tr>
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<tbody>
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<td>1</td>
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<td>4,200</td>
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<td></td>
<td></td>
<td></td>
<td>Undercroft: 43</td>
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<tr>
<td>2</td>
<td>9</td>
<td>15,950</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Undercroft: 92</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>6</td>
<td>4,608</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Shared Undercroft: 155 spaces</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>6</td>
<td>3,840</td>
<td>768</td>
<td></td>
<td></td>
<td></td>
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<td>990</td>
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<td>34</td>
<td>50</td>
<td>17</td>
<td></td>
<td>37,326</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>28,598</td>
<td>1,758</td>
<td>6,970</td>
<td></td>
<td></td>
<td></td>
<td>100</td>
</tr>
</tbody>
</table>

Residential Total

|                  | 34 | 50 | 17 | 101 |

* Number of apartments calculated on a 25:50:25% ratio of 1:2:3 beds calculated on areas of 50:70:100sqm

As in the GRIP 3 masterplan the retail elements are focused along part of the new access road and Black Lion Hill, residential to St Andrews Road with commercial occupying the remainder of the site. The scale of development has been designed to consider the existing context, whilst providing a visual barrier to the proposed MSCP, therefore block 2 to the north has 9 levels, reducing to 5 levels at the junction of St Andrews Road and Black Lion Hill.
Development Parcel A

Development parcel A comprises Block 1 located within the ‘teardrop’ parking area. This area was not included for development in the GRIP 3 masterplan. A single block at 6 levels occupies this site. Car parking is located in the basement at a floor level (circa 1m below access road level) that allows Level 01 to front St Andrews Road. This structure becomes a gateway to the site.

This provides floor space for commercial development. Should the market demand a budget hotel could be provided in this block.

At this time the design of the proposed access road to the station redevelopment is underway and could have an impact on the usable area of this site. Future proofing for the expansion of the junction to St Andrews Road has been accommodated.

Development Parcel B

This area is bound by the proposed MSCP, new access road, the Network Rail maintenance route and DB Shenke freight yard. Block 2, at 9 levels occupies this site and provides a visual barrier scale of the MSCP. An area of 835sqm provides an active frontage along the new access road, with the remainder of the footprint providing car parking.

Parking provision, a combination of basement and surface car-parking in compliance with NCC policy, is at a level of 1:175sqm of commercial space. This is deemed acceptable due to the location of the site and proximity to various transportation routes. There are also small areas for provision of bicycle parking and landscaping.

In order to provide a more attractive and comfortable working environment, there is an option to provide a landscaped courtyard, for use by the occupants of building 2, above the standard surface parking.

Development Parcel C

This area is bound by Black Lion Hill, St Andrews Road and the new access road. There is approximately a 2m level difference between the frontage to the new access road and Black Lion Hill and up to 5m between the access road and St Andrews Road. It is therefore proposed to front the access road with commercial development in block 3 and with commercial over retail to block 4. These blocks will be provided with surface parking to the rear.

It is proposed that block 5 provide a retail frontage to Black Lion Hill and is provided with basement parking. The surrounding street levels will be tied in to meet retail level. This could also be achieved by constructing block 5 on a podium similar to that proposed in the GRIP 3 masterplan, with parking provided in the undercroft (providing a retail frontage to Black Lion Hill at level 01). A landscaped courtyard could be provided as open space for residential use and to create a more welcoming, healthy environment. This could be used to bridge the level difference between the site and the surrounding streets.
<table>
<thead>
<tr>
<th>Block</th>
<th>Num</th>
<th>Level</th>
<th>Residential</th>
<th>Parking</th>
<th>Total</th>
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<td>5</td>
<td>990</td>
<td>6,970</td>
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<td>50</td>
</tr>
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</table>

**Totals**: sqm 28,598, 1,758, 6,970, 37,326

| %    | 76.6 | 4.7  | 18.7 | 100   |

Number of apartments calculated on a 25:50:25% ratio of 1:2:3 beds calculated on areas of 50:70:100sqm

Total Shared Undercroft: 155 spaces
Appendix 1

Options explained in draft 1:

**Option A**

This initial proposal works in a similar manner to the last masterplan study, with office and residential blocks constructed above an undercroft of car parking and commercial space. This type of arrangement formed the core principle of all previous design approaches to the station, as the rail facilities were also divided between two levels with a lower ground floor (at the level of the existing site) for vehicular movements & services and an upper ground floor (at the level of the adjacent road) which provided pedestrian access.

For both sides of the site it is proposed to construct a podium of car parking and commercial space, on top of which sit landscaped courtyards and office or residential blocks. The commercial space is arranged along the outer edge of each undercroft to provide an active frontage along the public faces of the development sites.

To the north of the site is the ‘teardrop’ area featuring a building with ground floor parking beneath 5 levels of office space. Alongside the station MSCP are two further blocks of office spaces, each of six storeys above undercroft. On the other side of the station approach road are 3 apartment blocks also of 6 storeys on top of the undercroft (inside which parking is based on an urban ratio of 0.5 per apartment).

**Block 1**
Levels 01 – 06: office space @ 8,500sq.ft per floor = 42,500sq.ft. gross
Level 00: 30no. parking spaces

**Block 2**
Levels 01 – 07: office space @ 5,500sq.ft per floor = 33,000sq.ft. gross
Level 00: 60no. parking spaces [shared with Block 3]

**Block 3**
Levels 01 – 07: office space @ 8,500sq.ft per floor = 51,000sq.ft. gross
Level 00: 6,000sq.ft. commercial (food / retail) space

**Block 4**
Levels 01 – 07: 60no. one-bed (50sq.m) + 12no. two-bed (80sq.m) apartments
Level 00: 6,000sq.ft. commercial (food / retail) space

**Block 5**
Levels 01 – 07: 60no. one-bed (50sq.m) + 12no. two-bed (80sq.m) apartments
Level 00: 6,000sq.ft. commercial (food / retail) space

**Block 6**
Levels 01 – 07: 72no. one-bed (50sq.m) + 84no. two-bed (80sq.m) apartments,
Level 00: 160 car parking spaces [shared with blocks 4 + 5]
option A
Option B

This option removes the undercroft of car parking and commercial space to align with the change to the site-wide development approach which produces a more efficient sewer diversion strategy and simplifies the division of development plots (whilst also reducing constraints on potential development partners at a later date).

The office buildings retain a degree of covered parking space, but also incorporate ground floor occupied accommodation. The residential blocks are ground-based as well, with street parking between each building.

The ‘teardrop’ site again features an office building with ground floor parking beneath 5 levels of office space. Two blocks of office space share a common atrium space, which steps up from ground level above a small area of parking.

**Block 1**
Levels 01 – 06: office space @ 8,500sq.ft per floor = 42,500sq.ft. gross
Level 00: 10no. parking spaces

**Block 2**
Levels 01 – 05: office space @ 5,500sq.ft per floor = 22,000sq.ft. gross
Level 00: 60no. parking spaces [shared with Block 3]

**Block 3**
Levels 01 – 07: office space @ 11,200sq.ft per floor = 67,200sq.ft. gross
Level 00: atrium lobby

**Block 4**
Levels 00 – 03: 24no. one-bed (50sq.m) + 8no. two-bed (80sq.m) apartments

**Block 5**
Levels 00 – 04: 50no. one-bed (50sq.m) + 10no. two-bed (80sq.m) apartments

**Block 6**
Levels 00 – 05: 12no. one-bed (50sq.m) + 60no. two-bed (80sq.m) apartments

**Block 6**
Levels 00 – 05: 30no. one-bed (50sq.m) + 30no. two-bed (80sq.m) apartments
Option C

The last option combines elements of the two previous alternatives, with some undercroft car parking to create a larger density of site development combined with the higher residential values associated with the provision of external landscaped spaces.

The office building in this scheme features ground floor parking and a limited amount of commercial space.

The ‘teardrop’ site is residential this time, adjacent to similar uses to the east. To the south of this area, pair of residential buildings each wraps around its own courtyard space, which is suspended at first floor level above a dedicated area of parking.

**Block 1**
Levels 01 – 03: 30no. one-bed (50sq.m) + 12no. two-bed (80sq.m) apartments,
Level 00: 40 car parking spaces

**Block 2**
Levels 01 – 05: office space @ 16,500sq.ft per floor = 66,000sq.ft. gross
Level 00: 60no. parking spaces + 7,000sq.ft. commercial (food / retail) space

**Block 3**
Levels 01 – 05: 50no. one-bed (50sq.m) + 50no. two-bed (80sq.m) apartments
Level 00: 70no. parking spaces

**Block 4**
Levels 00 – 05: 90no. one-bed (50sq.m) + 70no. two-bed (80sq.m) apartments
Level 00: 100no. parking spaces