

New Gateway for the City 1

Peterborough City Council is preparing a 'Development Brief' to guide future development around Peterborough station. A team of consultants led by Halcrow Group Ltd has been commissioned to develop proposals for this important part of the city.

This exhibition explains the consultants' initial suggestions and has been prepared to allow Council Members, stakeholders and others to make an input before the proposals are finalised. Once finalised the Development Brief will be adopted as the Council's framework for the future development of the area over the next decade and beyond.

The key objectives are to:

- Create a new commercial and mixed use Quarter for the city
- Create a new high quality Gateway to the city
- Provide new areas of public space
- Develop the station area as an integral part of the city centre
- Improve Peterborough as 'a place to go to'.

The exhibition explains the proposed development framework, including the character of the various areas and the public space, traffic and parking arrangements. It also includes preliminary design ideas that demonstrate the intended design qualities.

Please use the questionnaire to make your views known or contact:

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Peterborough Station Quarter area



The area now: under-used rail land



The area now: dominated by cars and parking and poor connections to the centre of Peterborough



Artist's impression of the proposed new Peterborough Station Square West

New Gateway Features

Proposals for the future of Peterborough Station Quarter are established by creating a 'development framework'. This defines which areas can be developed and which are reserved for public uses, including roads, squares and other public amenities.

The main features are:

1. Station redesign

- Giving the station an entrance from both sides of the railway.
- Two new broad pedestrian bridges as 'connectors' across the tracks.

2. Public spaces and pedestrian routes

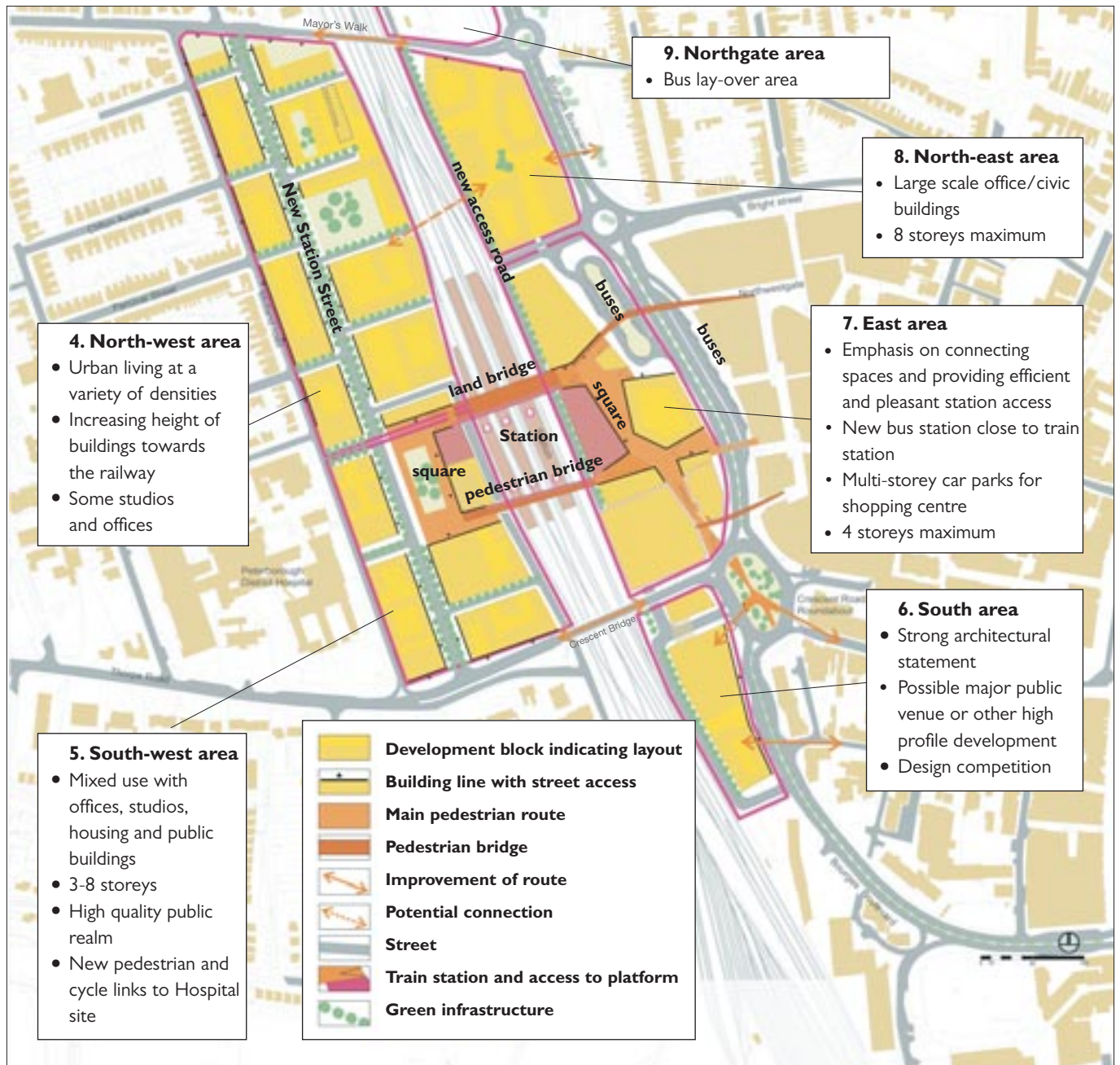
- Public squares in front of the station on both sides of the railway.
- New neighbourhood park on the western side.
- Improved pedestrian links from the station to all parts of the city centre.

3. Traffic and parking

- Bourges Boulevard remains a traffic route but is landscaped.
- New main north-south route west of railway (New Station Street).
- New access road running east of, and alongside, the railway.
- New bus station arrangements.
- Parking for rail users (up to 2,300 spaces) on each side of the railway, mainly in underground car parks: multi-storey car parks for the shopping centre (1,600 spaces) east of the railway.
- Parking for new developments within development blocks.

4-9. Development areas

- Six development areas identified, each to have its own distinctive characteristics (see below).
- Sites earmarked for 'landmark' buildings.
- Total area to be redeveloped: 10 hectares of net ground space.

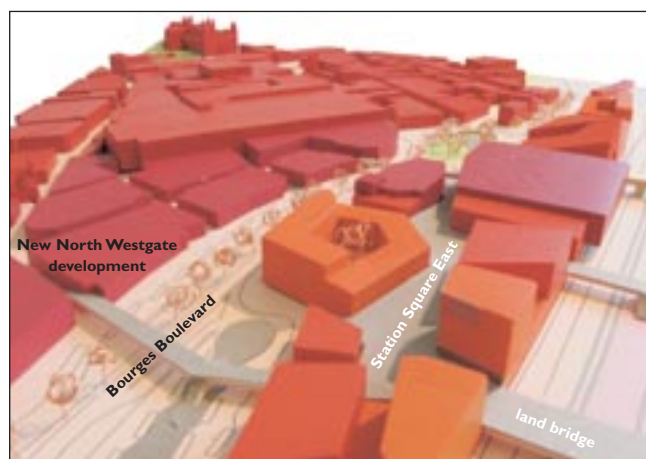


How it might be

Photographs of a model showing how Peterborough Station Quarter might develop in time based on the principles established in the proposed Development Brief. The model illustrates the layout and scale of buildings only. Detailed building designs will be prepared and approved for each individual development site later.



Birds eye view of the Station Quarter from the west with the City Centre and Cathedral in the background.



View from above the station showing the landscaping of Bourges Boulevard and the pedestrian bridges connecting the new Station Square East with the new North Westgate development and the train station. The Cathedral is in the background.



View of the station from the West showing the new pedestrian and cycle routes across the railway and the new Station Square West.

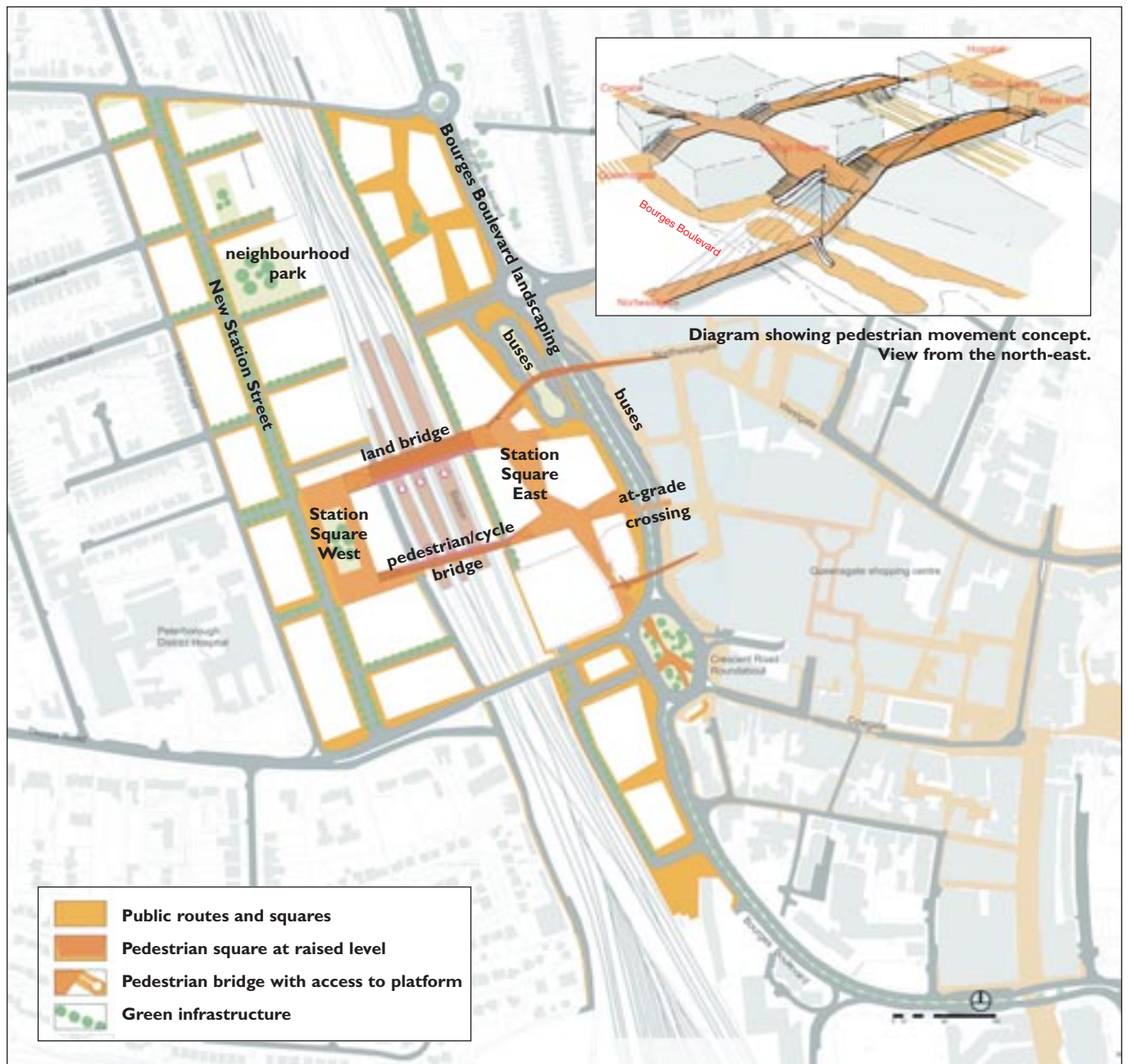
Public Space and Pedestrian Movement

Imaginative layout of public space is essential for the successful development of the Peterborough Station Quarter. The area now is characterised by barriers and dominated by traffic. Successful development requires introducing a pedestrian 'public realm' that is attractive and safe and links the various parts of the Station Quarter to the centre of Peterborough and the surrounding areas.

The main features proposed are:

- **A large public square** (Station Square West) in the western part of the area, connecting the station to its surroundings, including the development sites and the hospital site.
- **One main new access route** (New Station Street) and several small residential streets to provide access throughout the western area for pedestrians and cars.

- **Two new broad bridges across the railway** providing convenient access for pedestrians and cyclists from the west of the station to the City Centre and linked (north) to a bridge over the bus station and Bourges Boulevard into North Westgate and (south) to a major new at-grade crossing of Bourges Boulevard.
- **A series of squares and pedestrian routes** on the east side of the station, connecting the train station, the bus station and the City Centre.
- **A new neighbourhood park** on the west side of the railway.
- **Landscaping of Bourges Boulevard** to reduce its impact and improve the streetscape.



Traffic and Parking

Vehicular access

The main vehicle access to the area is via:

- Bourges Boulevard
- The existing Crescent and Mayor's Walk bridges over the railway
- A new street (New Station Street) west of the railway
- A new road directly east of, and alongside, the railway tracks providing local access to parking, train station and bus station.

All other streets are for local vehicular access only and for pedestrians and cyclists.

Buses

A new bus station will be created with three parts:

- a local bus station along Bourges Boulevard
- a second (mainly regional) bus station between Bourges Boulevard and the train station
- a bus lay-over area immediately north of Mayor's Walk.

Parking

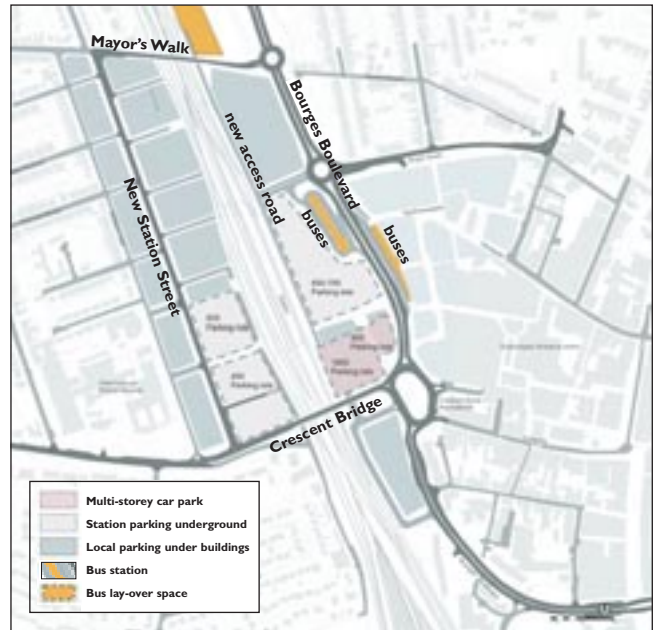
Parking will be provided for the station, the shopping centre and local functions. It will be located under buildings, under public spaces and in multi-storey car parks.

The main arrangements are:

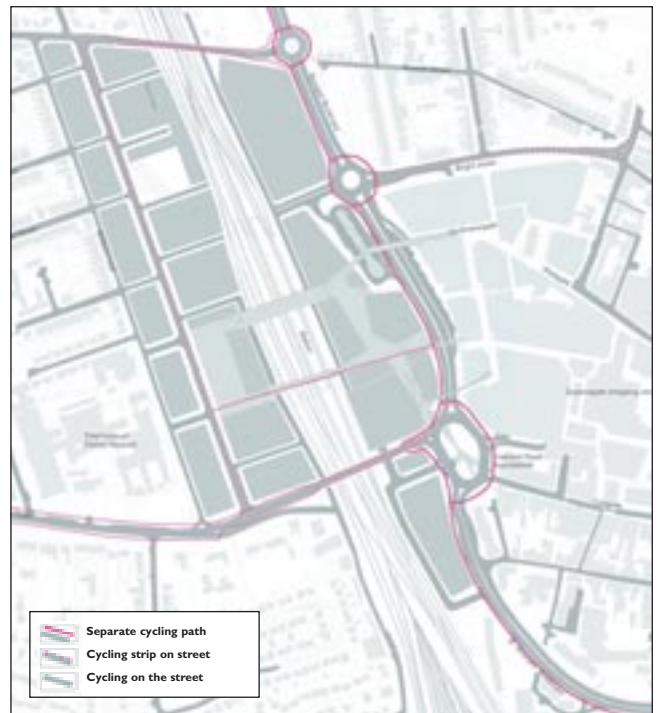
- 2,000 spaces in two multi-storey car parks by Crescent Road roundabout (1,600 for the shopping centre, 400 for the station)
- One or two levels of underground parking on either side of the station where the street level will be raised
- Limited provision of visitor parking on the streets
- All other parking to be included within the six development areas, the amount of parking depending on the uses in each area.

Cycling

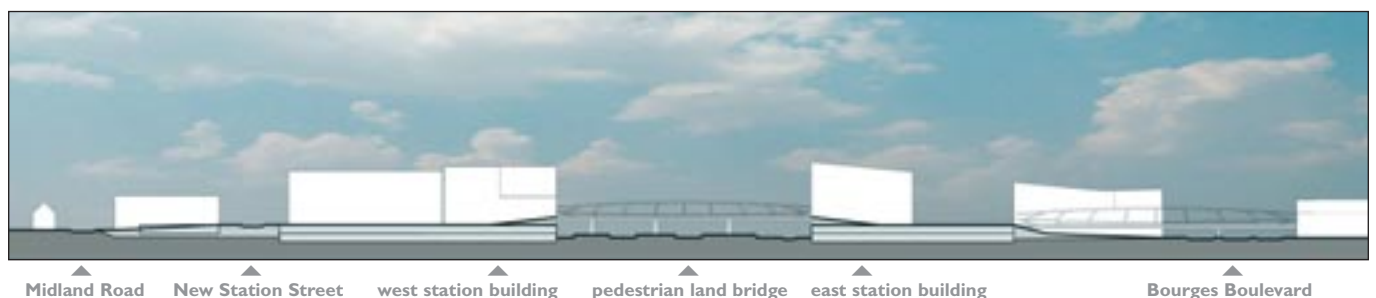
- Strong east-west cycle network using bridges over the railway
- Station Quarter fully integrated with the city's cycling network
- Cycle parking at the station.



Car access, parking and bus station proposals



Cycling proposals

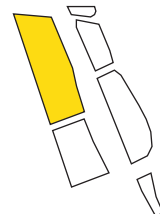


Cross section through the site showing how raising the street level makes it possible to provide underground parking and allows pedestrian access over the railway and across Bourges Boulevard to North Westgate without needing stairways.

North-west area

Principles

- Urban living with some office buildings and 'live-work' units.
- Various housing types, including high-density, low-rise apartment buildings and 'live-work' units.
- Building height: 2-6 storeys, increasing towards the East
- Development to take place block by block, depending on market demand and relocation of existing uses.
- Net developable area: 4.3 hectares (excluding streets)
- Potential development: 60,000 to 100,000 m²
- Indicative uses overall: 50-70% housing; 20-40% employment; 10-30% other.
- Parking under blocks, occasionally under raised inner courtyards.



Layout Framework



How it might be



Birds eye view of the model from the south west with the north-west development area outlined in white



Close up of the neighbourhood park

Development style: examples from Europe



A neighbourhood park



Design for a town centre station area

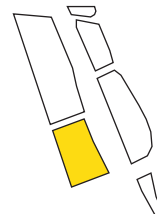


Modern terraced housing

Principles

- Mixed use area: offices, 'live-work' units, public services, housing
- Key features: new station entrance building, high quality public square, station parking (1,200 spaces), possible public facility such as a venue building or a museum
- Building height: 3-8 storeys
- Development to take place block by block, depending on market demand and relocation of existing uses

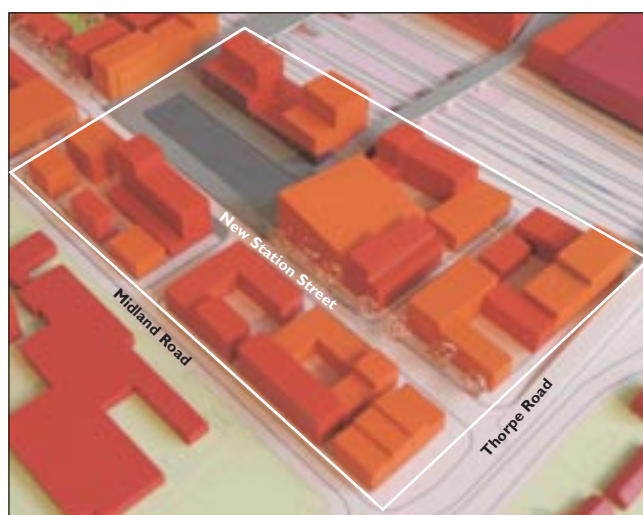
- Net developable area: 2.2 hectares (excluding streets and square)
- Potential development: 40,000 to 80,000 m² (including station and venue buildings)
- Indicative uses: 20-40% housing; 40-60% employment; 20-40% other.



Layout Framework



How it might be



The South-west development area: view from the south-west

Development style: examples from Europe



Pedestrian bridge



Mixed use development



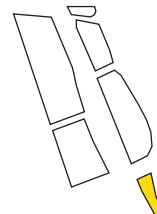
Public space

South area

Principles

- Key 'architectural statement': medium to large scale development with strong landmark quality
- Location to be reserved until a suitable user is found (potential for public venue building or other high profile development)
- Building height: up to 8 storeys
- Pedestrian connections to Priestgate and Cowgate areas

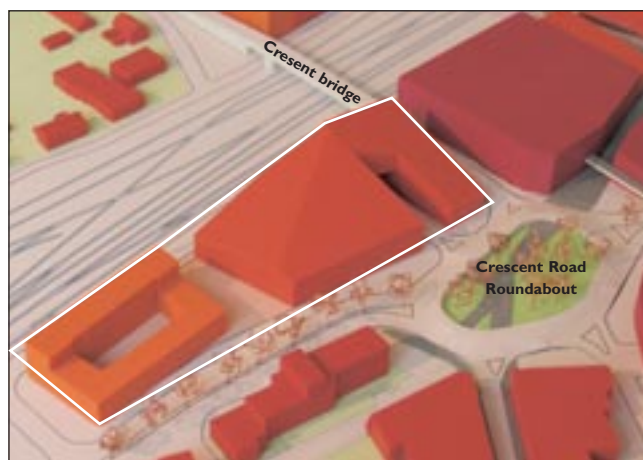
- Net developable area: 0.7 hectares
- Potential development: 20,000 to 35,000 m²
- Indicative uses overall: 20-40 % housing; 20-40% employment; 40-80% suitable user.



Layout Framework



How it might be



The South development area: view from the south-east

Development style: examples from Europe



Architectural statement: a contemporary museum

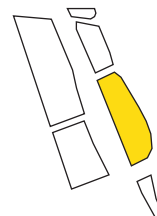


Architectural statement: a contemporary public building

Principles

- New station building, perhaps with hotel and conference facilities
- Station parking under raised street level (400-700 spaces) and a new multi-storey car park for city centre and rail users.
- Pedestrian squares and routes linking all types of public transport and connecting to City Centre
- High quality public realm to connect major surrounding developments.

- Building height maximum: around 4 storeys
- Net developable area: 1.5 hectares (excluding the bus station and main pedestrian routes)
- Potential development: 30,000 to 60,000 m² (including station building)
- Indicative uses overall: 20-40 % housing; 40-80% employment; 20-40% public and commercial services.



Layout Framework



How it might be



Artist's impression of the view from the new North Westgate development towards the station. Bourges Boulevard and the new bus station are in the foreground. Pedestrian public space flows past a new station building and over the railway.



East development area: view from the west



East development area: view from the east

Development style: examples from Europe



Quality paving



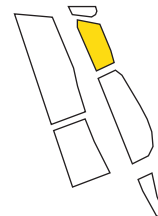
A modern station



Town centre public space

Principles

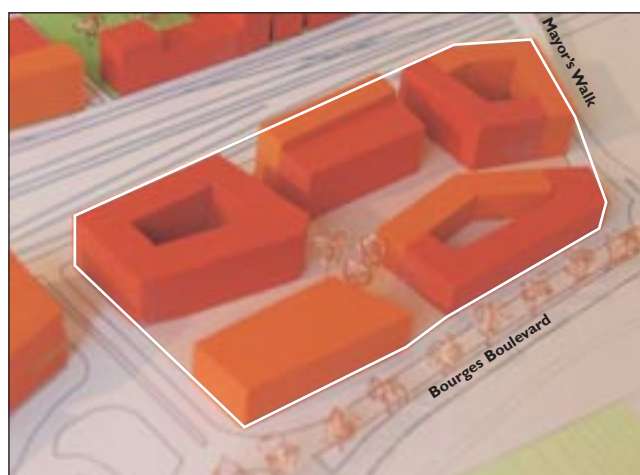
- Medium to large scale office or civic development, possibly combined with 'live-work' units
- Coherent 'family of building types' around a public courtyard
- Building height maximum: around 8 storeys
- Key features: large scale, one-off development, new infrastructure on Bourges Boulevard, high quality public realm (elevated to accommodate underground parking)
- Co-ordination with redevelopment of former Royal Mail site and Peterborough Station
- Net developable area: 1.6 hectares (including interior streets and square)
- Potential development: 30,000 to 60,000 m²
- Indicative uses overall: 0-20 % housing; 60-100% employment; 0-40% other.



Layout Framework



How it might be



North-east development area: view from the south-east

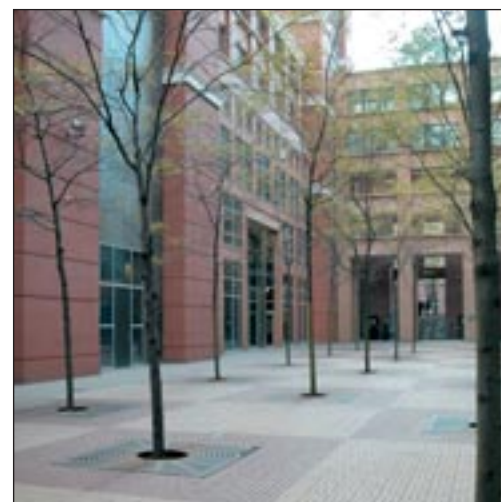
Development style: examples from Europe



A courtyard area



Offices around a courtyard



Offices around a courtyard