

Wellingborough Town Centre Public Realm Materials Palette: Consultation feedback on draft report

Name	Comment	Borough Council Response
<p>Nicola Holden Environmental, Maintenance Manager, Amenities, BCW</p>	<p>Thank you for sight of this amended document. I see that some of the comments I have made in early consultation have been included (ie I notice that the gully granite sets have been replaced with block paving). I had an additional thought regarding the dual recycling bins. We have just taken delivery of 162 dual recycling bins some of which will be placed around the Borough. It would make sense therefore to have the same dual recycling bins in the materials palette. This will improve recognition for the public and ease of cleansing operations. I have attached a photo below.</p> <p>Additionally, the Derby Weyburn litterbin with the slotted sides proposed for use in the contemporary area will age poorly. The slats do not hide the internal liner and once this gets rusted through age and use the appearance of the bin will soon deteriorate.</p> 	<p>Noted. Recycling bin will be included in final report.</p> <p>The Derby Weyburn litter bins can be modified to hide the inner liner. Broxap have confirmed a costing estimate of £80 to add a sheet of steel that is securely attached behind the vertical slats, thus, hiding the unattractive internals and removing any risk of rust. Alternative bin types will be researched further.</p> <p>Noted. Report will be revised accordingly.</p>

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	<p>The last page that refers to maintenance it should be noted that BCW maintain the highway trees as part of the highways partnership.</p>	
<p>Denise Harding, Planning Advisor, Planning & Equivalence Team, Anglian Water</p>	<p>Thank you for your correspondence dated 26 June 2009 giving Anglian Water the opportunity to comment on the above.</p> <p>Please note that in this instance Anglian Water will have no comments to make.</p>	<p>Noted.</p>
<p>BCW Members Briefing, Swanspool House, BCW 7th July 2009</p>	<p>Nine members attended Cllrs G Lawman, L Lawman, Dholakia, Griffiths, Pursglove, Ward, Patel, Timms and Dean</p> <p>Matt Lally presented the draft Materials Palette and requested feedback. The following is a brief summary of issues raised:</p> <ul style="list-style-type: none"> - Are recycling bins those agreed by Amenity Service? - If considering wall mounted street lights would need to have wayleaves. - To reduce double yellow lines and other street markings would need to get a controlled parking restriction zone in place. This is desirable but takes time. - Question over maintenance and management of the materials - how 	<ul style="list-style-type: none"> - Yes, specification worked up in close conjunction with Amenity Service - Correct. Close consultation and agreement needed with building owners. - MGWSP are looking at how best to take this forward, and are consulting the Dept for Transport. The first phase of projects will be programmed to take this into account.

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	<p>it is maintained and funded</p> <ul style="list-style-type: none"> - Members wanted early consultation with businesses on Sheep St/Silver St and Cambridge St to ensure that disruption kept to a minimum and look at whether compensation or reduction in Rates necessary. Consultation report will be shared by MGWSP once signed off by NCC. - Cllr Dean - longer term availability of materials - discontinuation of lines etc - Concern with timber hardwood seats; would they get easily defaced. - Didn't think that granite base would be appropriate in rustic setting. 	<p>Borough Council Response</p> <ul style="list-style-type: none"> - Priority projects are to be substantially drawn from GAF fund. Additional sources are to be sought eg. Heritage Lottery. Simple, robust materials etc have been specified to reduce maintenance impacts. All the proposed materials have been accepted by NCC maintenance teams and BCW maintenance teams in terms of maintenance regime. However the commuted sums associated with each project are not known until we have designed them. This is programmed for the first phase in November, and will form part of the cost planning / value engineering process to fit both construction and maintenance budgets. - MGWSP has consulted each business affected. The responses have been positive. Ongoing consultation will be undertaken. Richard Watson/Nigel Robinson to consider further with Team. - A fairly simple palette has been selected with this in mind. We score all materials on these criteria before accepting them. Each project will also over-specify a quantum of materials to be kept in storage for maintenance use. - The timber (rustic) range is fire retardant and vandal resistant. - The bench that combines timber and granite identified on p24 is proposed as part of the 'conservation' range within the core of the

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	<ul style="list-style-type: none"> - Discussed whether we could get a 'test' bench in to see how it weathered? - Concern with restricted zone - could first phase go ahead if this wasn't in place? - Cllr Patel – Need to include new bus stop specifications - Poles and bollards need to be painted with graffiti proof paint. - Market St - brick pavers in street sagging - need to replace urgently and do the whole street - but also properly do the under course. - Cllr Waters - Why black on sign posts bollards etc? - Cllr G Lawman - Staffordshire blue clay pavers not sympathetic to the buildings. 	<p>town centre (rather than the 'rustic' range used in the parkland)</p> <ul style="list-style-type: none"> - Installing sample items as a 'pilot' is something that could be considered (if funding is made available) - Introduction of a Restricted Zone is likely to take time (possibly 12 months). The programming and contractual implications of this are being further explored by MGWSP in consultation with the Dept for Transport. - Agreed. This will be included in the Final Report. - Agreed. This will be included in the Final Report. - NCC is aware of the specific problems at the eastern end of Market Street. This is a maintenance priority. Re-landscaping (including improved sub-base) is being considered for an early priority subject to funding. - Black is used to complement the existing street furniture and to enhance (rather than compete with) the historic fabric and town character. - It is proposed that the blue clay paver banding is used to accentuate the key arterials leading into the core of the town – emphasising the

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	<ul style="list-style-type: none"> - Cllr G Lawman: More imaginative ideas for lighting and street furniture required - as per Street Scene Expo - Cllr L Lawman - Concern: when looking at the up lighting scheme for buildings need to take account of the fact that the Council stopped the funding for church lighting - how would we overcome this - could renewable energy be provided to remove the on going cost? - Cllr Timms - wanted sample street furniture installed in situ to see, test and use. When could this be done..? <p>Stuart Atkin of MGWSP presented the proposals for Sheep / Silver / High Street.</p> <ul style="list-style-type: none"> - Various comments were made on the County's bus lane proposals. Some felt this represented a waste of money. 	<p>town's medieval structure and injecting a distinctive feature into the townscape. Further explained below.</p> <ul style="list-style-type: none"> - The Materials Palette seeks to provide a consistent 'backdrop' of materials and street furniture within which more bespoke (and expensive) features can be introduced to emphasise key spaces / buildings. The Team will seek to liaise with Cllrs to gain more insight into particular street furniture of interest. - Uplighting specifications will explored further during the next phase of design development for individual projects. The regeneration benefits need to be balanced with the environmental impact. Solar applications could be investigated. - Samples can be introduced in situ. This will be explored further for the Sheep /Silver St project. - this is a townscape improvement project which incorporates bus priority features (rather than vice versa). Without bus improvement aspects incorporated, BCW would have had to fund the works itself.

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<p>Cllr Barbara Ainge BCW</p>	<p>I do appreciate that things have to be aesthetically pleasing but I feel in this climate the Council needs to be mindful of Public opinion at the moment ie not wasting money on what may be seen as purely 'cosmetics'.</p> <p>The surfaces for instance that are down Cambridge Street and Market Street have not worn well, they are very unpopular and from a personal view I have raised the issue of safety. In the winter the surface becomes extremely slippery when wet/icy, and outside certain food outlets. When repair is required this is expensive and when becomes worn or unstable it looks dreadful.</p> <p>If possible robust practical easily repaired surfaces would be preferable.</p> <p>We should also use street furniture that invites rest/chat etc but discourages vandalism again robust. I think also Wellingborough leans more towards conservation style.</p>	<p>Noted.</p> <p>Noted. Resurfacing of Cambridge Street is identified as a priority project.</p> <p>Noted.</p> <p>Noted.</p>
<p>Cllr Graham Lawman BCW</p>	<p>Having both made the Bury St Edmunds and NEC trips, I was most disappointed with the suggestions in the materials palette. Lora and I brought back from NEC several catalogues and brochures (mostly given to Paul Thompson) and, with Jim Bass, pointed out to the Matrix Director who accompanied us the things we liked and disliked. It seemed at the time that he took these on board.</p> <p>It is not acceptable to have no options other than the one offered and I would have thought that choosing materials without some idea of the costings was not the correct way forward.</p> <p>02 Street Specification I am unclear why the pool gets isolated platinum treatments, nor the top of West Villa Road or the junction of the new road and Oxford Street (unless it is joined up to Silver Street). Pepper-potting odd bits looks just that - odd. In fact, I remain unconvinced by these 'gateways' at all points. If the Drill Hall frontage gets retained, then there is some sense in doing that bit, otherwise not.</p>	<p>Member feedback from the NEC trip has been noted and influenced proposals.</p> <p>Earlier options were reviewed by the joint BCW/NCC project team and preferred options put forward as recommendations to Members.</p> <p>The platinum areas relate to the key public spaces and the town's gateways identified in the public realm strategy. Gateway concept design will be advanced in the next stage of work and concept proposals will be consulted on with Members.</p>

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	<p>The area along the brook and into the intended cultural quarter could be shown as Gold-Park (maybe it is just the map that is not clear), as could Bassetts Park and Broad Green.</p> <p>I note that you wish to take account of what is already on site, but, there may be occasions when it is better to move/recycle what we have, especially as some areas are intended to be redeveloped. I would envisage that, to get some quick fixes, we would concentrate on the areas that we have now and are likely, in the most part, to remain.</p> <p>I am concerned over the last paragraph. What is the point of having a palette if bespoke schemes are going to depart from it all over the place. Whilst I can understand that developers might wish to do certain things, they must be complementary and this should be emphasized and better defined. Are there any other reasons for bespoke areas - if so what are they?</p>	<p>Agree that landscaping around the Waendel Leisure Centre is more akin to a silver surface spec – change plan accordingly.</p> <p>Agree comment relating to Drill Hall – to change to gold on plan.</p> <p>The public realm strategy advocates improvement of Jackson’s Lane and Short Lane junction (inc. improvement of heritage street surfaces), envisaged to complement High St / Jackson’s Lane site redevelopment. It is agreed that platinum is excessive – status to be ‘downgraded’ to gold.</p> <p>Agreed for brookside and Broad Green (Bassetts Park outside town centre boundary) – to change plan accordingly.</p> <p>Agreed in relation to replacement/recycling – will analyse during next design stage.</p> <p>The streetscape palette is intended as a consistent background of materials, adding new quality to the town centre and unifying the whole. However there is a range of key and of important places around the town centre, and this should be acknowledged and expressed in the streetscape design. A range of bespoke treatments is therefore proposed for these key</p>

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	<p>02.1 The basic specification - yorkstone paving and setts and granite - I support, especially the use of local materials wherever possible.</p> <p>I have to take issue with the colours chosen, however. In the context of buildings in the local stone, I cannot see that bright blue, silver grey and pink are acceptable. Staffs blue does not seem local or in keeping; is it just there for show? We need alternatives here.</p>	<p>areas, being more exciting than elsewhere and emphasising and creating local identity. The approach is one of balanced response by achieving overall unity and yet creating more special locations of quality, flair and interest (where more expensive specifications will be focused). The existing mosaics outside the Hind Hotel are an example of this approach. Each area will need to be designed in detail as the process moves forward. A reference plan is included in the revised Materials Palette identifying areas suggested for the highest quality treatment along with suggestive imagery.</p> <p>Noted.</p> <p>The range of materials proposed is essentially grey in colour, creating a generally calm and consistent setting against which the buildings and associated activities will stand out. York stone and silver grey granite is a classic combination used elsewhere. Different natural materials will inevitably have their own slight variations in colour and this is acknowledged in the proposed choice. The granite is not pink as such, but has a warm shade of grey with a natural pink hue affecting 10% of the surface that will introduce a slight but very attractive and warming variation. Although locally sourcing materials is highly desirable, ironstone and local limestone are unlikely to be hard or frost resistant enough for public realm work. This will be researched further.</p>

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	<p>A small point, but, can the recessed covers be in the parking and carriageway areas wherever possible, rather than the footway?</p> <p>I like the subtle differentiation between loading bays and parking bays and appreciate the reasons, but, wonder how this is to be communicated to drivers without painting on the road and more signs. Perhaps the actual setts could be self coloured differently?</p> <p>Do the crossovers need to be black-grey? Might they be the same colour as the channels or a more subtle colour against the pavement?</p>	<p>Staffs Blue is not a bright blue, but in fact black with a slightly bluish cast (as per samples provided at the Members briefing session). The name is something of a misnomer. They are similar in colour to the black clay paviers used extensively in the town centre (eg. Cambridge Street). Black pavers of this kind were very popular in Victorian times and are considered appropriate in old towns. They are much used in Conservation Areas generally.</p> <p>The nature of the product means recessed covers are not manufactured or kitemarked to British or European Standards for use in carriageways with heavy vehicular traffic and therefore should not normally be used in carriageways. We recommend use of standard heavy duty cast iron covers where heavy vehicles could access them.</p> <p>Signs informing motorists of the restricted zone will be clearly provided at entry points, as per Figure 4 (p34). Signs informing motorists of the restricted zone will be clearly provided at entry points, as per Figure 4 (p34). Bays will be marked with a bollard-mounted parking or loading sign. This technique is used in Shrewsbury and Salisbury successfully.</p> <p>There are two crossover types – the setted crossover is where a greater vehicular flow occurs. The setts should be light grey, not dark, and this has been corrected accordingly. Unless there is a really high flow of vehicles into the side</p>

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	<p>02.2 I note that yellow/cream lines are shown for the first time. As the gold zones are also in the town centre, would they not be in the restricted zone, meaning no need for yellow lines? More information please.</p> <p>Unless I am mistaken, the main differences between platinum and gold lie in the treatment of the carriageway and parking areas. It would be helpful to have some idea of costing differences to see if the saving is appreciable as I understand that this is the main reason. It does seem a shame, especially in the parking/loading zones, not to continue to use stones.</p> <p>02.4 The rationale behind the tree grille proposed is fine, but, do trees need grilles at all? It doesn't say how porous they are, but, I would have thought trees would fare better without these - they have for centuries!</p>	<p>entry (eg a public car park), then the colour should be continuous. Pedestrians have priority in the Highway Code on side turns and we should reinforce this unless there is a major safety reason not to.</p> <p>The paved crossover is where flows are low. The dark granite suggested here helps to identify locations where vehicles may be crossing pavements and where there is a slight kerb. This helps to highlight road crossings generally and to give visual emphasis to them, particularly to partially sighted pedestrians. Some contrast is required for the visually impaired.</p> <p>It is our preference to introduce a Restricted Zone with no yellow lines. However, this is subject to DfT approval and therefore the narrow yellow/cream lines are a fall back. The text will clarify this.</p> <p>Correct.</p> <p>Noted. This will be considered on a site-specific basis (eg. northern end of High St). Natural stone is in the order of five to ten times the cost of blacktop so we will need to look at budget for each project. It won't be possible to use natural stone in some carriageways due to vehicle loadings.</p> <p>It is agreed that tree grilles are unnecessary and the proposed cover is an access cover that allows access to adjust or maintain underground</p>

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	<p>03 Street Furniture I feel a discussion over the exact boundaries of Contemporary and Conservation would be useful. The 'key' area in front of the Drill Hall/URC should be Conservation and I note that the new platinum square above St John St should be contemporary. I am not sure why the area behind the Drill Hall, which is to have new developments is not contemporary as well.</p> <p>Market St and Cambridge St are both full of 'heritage' buildings, but, at the same time are primary shopping areas and, on balance, I feel that they should be treated the same - making Cambridge St contemporary all the way to Victoria St and the key area there.</p>	<p>tree anchors. No tree grilles are proposed and the text will be revised to convey this. The tree frame structure shown around trees neatly contains porous resin-bonded gravel. This creates a low maintenance and attractive detail.</p> <p>(12th August workshop rescheduled) Some revisions have been made in the light of comments.</p> <p>Agree to change space in front of Drill Hall to conservation and remove 'key space' reference. 'Conservation' is considered to be appropriate for the area south of the Drill Hall with a mews character that interfaces with the existing buildings.</p> <p>Agree to change space north of St John's St.</p> <p>Noted. It is proposed that the Gloucester Place, Cambridge Street and the Cambridge St / Cannon Street space should be designed as a cohesive unit that furthers this as the leisure / restaurant quarter. In terms of street furniture and lighting it is our preliminary thinking to go for a bold and imaginative approach for both spaces at either end of Cambridge Street, but within the narrow street itself we consider it to be most appropriate to have 'conservation with a contemporary twist' (eg. wooden slatted seats, black quasi-traditional lights wall-mounted where possible). We feel that this would look better because it has such a small-scale and essentially irregular traditional character. Slick black granite</p>

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	<p>By the same token, should Sheep St and Silver St (supposedly a secondary shopping street) be consistent and should the area in front of The Hind be contemporary or conservation?</p> <p>Also, if a new road is built through West End DIY, should that not have contemporary furniture from the start?</p> <p>The area around the MSCP - Castle Way and Commercial Way do not seem to have any heritage value whatsoever, so I would support there being more contemporary furniture (where there is no rustic aspect) there to enhance that entrance to the town centre.</p> <p>03.2/3/4 I find the contemporary and rustic seating examples chosen quite horrid, simplistic, plain and unattractive as well as looking most uncomfortable.</p>	<p>seats and silver, more overtly contemporary, designs of lights feel rather inappropriate in this context to us. This would help to define a slight difference between Cambridge Street and the retail core.</p> <p>Agreed. Contemporary zone to be extended southwards along Sheep St.</p> <p>We feel that the contemporary zone should be drawn fairly tightly around the core of the town – helping to strengthen the town’s overall legibility and emphasising the core area. We suggest that that ‘conservation with a contemporary twist’ is most appropriate for the new road.</p> <p>The point is understood. We have revised the plan to show Castle Way as contemporary as part of the Cultural Quarter. However, although Commercial Way has no conservation value, we feel that giving this contemporary emphasis could dilute the overall concept to highlight the core areas.</p> <p>We understand this opinion from looking at small brochure pictures not within the context of where they will actually be sited. We have experience of selecting this type equipment for a number of authorities and have tried to select those we feel would suit the town and the people who will use them. We know we will not please everyone when making such a selection. Contemporary</p>

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	<p>I trust that the conservation bench is not the one we currently buy as that was the most uncomfortable one at the show, due to its slat width and spacing.</p> <p>The bins are uninspiring compared to the ones we saw as are the bollards (the existing ones suit conservation areas well), where there were so many innovative designs.</p> <p>I am not sure why the same 'wayfinding' posts are used in both main areas and I am not sure that the advertising boards suit the conservation area.</p>	<p>seats (3 styles – existing, Windsor Cube and bespoke) – selected for modern style and materials, comfort, simplicity, match with other street furniture suite, ease of maintenance. Parkland (formerly 'Rustic') selected for a style appropriate to a softer greener setting and less harsh municipal appearance, whilst still being robust, vandal resistant and comfortable (eg. used extensively by LB Richmond).</p> <p>A new section on bespoke treatment is included to convey the intention to focus tailor-designed, more expensive feature lighting etc in key spaces.</p> <p>Correct. It is not the existing bench – further clarified in the revised report.</p> <p>It is proposed that existing benches are progressively re-sited to more outlying areas as re-landscaping is undertaken.</p> <p>We are unclear as to the product(s) preferred. This will be given further consideration.</p> <p>Consistent use of the same style helps to unify the town in terms of direction finding. It is anticipated that almost all advertising boards will be situated in the town core, the Contemporary area. In select locations (eg. southern end of Sheep St) we feel that replacing existing PIPs with new boards would be an improvement.</p>

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	<p>The robustness of the fencing (on the left picture especially) concerns me in a town centre setting.</p> <p>Can we not find a more contemporary typeface for the street nameplates - the heritage one is OK.</p> <p>03.5 I was most disappointed in the offerings in the lighting section. We saw many, many innovative, attractive and efficient lighting systems at NEC - even some really 'funky' ones. The ones offered are just bland. I am aware of the NCC PFI project, but, there must be some flexibility, even if we have to slightly subsidise on-goings costs to achieve what we want. Why should contemporary be painted black? The contemporary ones don't look as if they have any particular heritage and the rustic are actually called modern! I do, however, support the up-lighting of key buildings and did see some inset pavement lighting for this kind of thing.</p> <p>04 I support the principle of de-cluttering the area, but, why do signs in the contemporary area have to be black? Metal colours look more modern. The Weebol sign may be cheaper, but, it is ugly and once late night revellers find it is reboundable, we are asking for trouble with it. The heritage road sign need not be so fussy - there is no point in trying to make them match Victorian buildings - the victorians didn't have road signs.</p> <p>05</p>	<p>Noted. This has been deleted.</p> <p>It is proposed that for clarity the same nameplate font is used throughout – to restore and apply the George Street type</p> <p>There is some flexibility in the PFI but specs will need to meet highway standards. Brixworth have approved the units shown, which are considered to be appropriate for the majority of streets. Black will contextualise with the town's existing heritage and street furniture. It is proposed that more contrasting, imaginative and bespoke (and expensive) lighting will be used to pick out key spaces. This will be conveyed in the revised report and will need to be approved by the PFI contractor in due course (if in the highway).</p> <p>NCC is unwilling to adopt inset pavement lighting.</p> <p>Metallic backs to signs have a high (and in our view negative) visual impact. The team advise that black backs will be much more sympathetic to the town's heritage.</p> <p>Comments noted regarding Weebol sign. This has been deleted. Signs only needed on islands. We will design-out islands as much as possible. Bespoke solutions with signage mounted on stone (as at Bury St Eds) will be encouraged – included in revised report.</p>

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	<p>Yes, lets get some quick wins, but, the Bus Priority scheme shown to us should not be used as the basis for anything as it was unsuitable and would probably have a detrimental effect on traffic through the town, I note that one of these bus priority lights has been abandoned in another scheme elsewhere. Recent events with Tresham also show that we can place no reliance on the northern interceptor road being built in the foreseeable future and we should prioritise accordingly and realistically, changing the short term.</p>	<p>GAF funding for this project flows through NCC and is contingent on it including bus priority aspects, which are considered by NCC to be an essential part of the strategy to deal with traffic arising from the growth agenda in a sustainable way. MGWSP has informed that bus priority features will be designed to ensure no adverse affect on other traffic.</p> <p>Priorities have been re-evaluated in the context of the Tresham decision. The northern interceptor is affected by this and is a medium-long term proposal.</p>