

Appendix 2 Public Realm Strategy SPD Comments

Full Name	Organisation Details	Consultation Point - Please state which section, paragraph, page, figure or table you wish to comment on.	State Opinion - Please state your comment or select to make a general comment	Reasons for comment:	KBC Officer Response
Miss Rachael Bust	Chief Planner/Principal Manager Coal Authority	All	No opinion	Thank you for consulting The Coal Authority on the above. I confirm that we have no specific comments to make on this document at this stage.	
Mr Robin Shrive	Councillor Broughton Parish Council	All	General Comment	<p>Sensible proposals which should enhance Kettering, good to see trees included. Proposed materials for areas appear light and durable, but vehicles must be kept off to preserve appearance.</p> <p>\$106 funding to be used for public art! is this a good idea in the present economical climate where there are more pressing/worthwhile projects.</p> <p>Strongly agree with Prioritising the pedestrian providing adequate cheap parking is available along with good</p>	Noted.

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				access both in and out of the town with the new roundabouts at the bottom of Northampton road showing how improvements can work.	
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	1.1.4	General Comment	Refers to S106 contributions in Appendix A. S106 contributions may need to be conditioned so they can be applied beyond the planning life of any development, or bespoke investment arrangements developed to enable funds to be used for long term (g.t 25 years) maintenance commitments.	Noted. Consideration of future maintenance arrangements will be an important aspect of future public realm works.
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	1.1.5	General Comment	The need to actively involve utility companies as stakeholders should not be underestimated. Public Realm design preparation should ensure utility equipment is not nearing the end of its useful life and there are no inherent maintenance or network capacity problems that will require intervention works in the short to medium term of any Public Realm project life.	Noted. Consultation and ongoing dialogue with utilities companies will be essential in ensuring that the quality of public realm within the town centre is maintained over the medium to long term.
Principal Transport Planner	Principal Transport Planner	1.2.2	General Comment	As Local Highway Authority, Northamptonshire County Council is responsible for maintaining and	Reference will be altered accordingly.

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Esme Hearne	Northamptonshire County Council			repairing the highway. This paragraph refers to the Highways Department which could cause confusion regarding where responsibility for streetscape improvement in this context lies.	
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	2.3.7	General Comment	Shared Surfaces are created when the kerb is removed so that a level surface is created for pedestrians and vehicles, to make streets more pedestrian friendly. Removing kerbs results in an area without clear vertical delineation between space reserved for pedestrians, and space predominately used by vehicles. The lack of clear delineation can present challenges to some pedestrians, particularly those who are blind or partially sighted. The County Council's position is clearly outlined in the Northamptonshire Place and Movement Guide which states that shared surfaces can be used to provide a sense of pedestrian priority, limit traffic speeds and create a higher quality environment, but that they should be subject to suitable design measures to accommodate the needs of the partially	Reference is made to the use of tactile paving and tactile paving guidance throughout the document. The importance of disabled peoples right to access as set out in the Disability Discrimination Act 1995 is detailed in section 5.3 of the strategy. Public realm works being completed at present have sought to maximise accessibility for all users and dialogue with specific user groups. Specific measures for blind and partially sighted users have been implemented e.g. guidance paving across the Market Place, and this approach will continue in the future.

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sighted. The Manual for Streets states that:

‘It is important that any such shared surface arrangements are designed for blind or partially-sighted people because conventional kerbs are commonly used to aid their navigation. Tactile paving is required at crossing points regardless of whether kerbs are dropped or the carriageway is raised to footway level. Other tactile information may be required to compensate for kerb removal elsewhere’

The Place and Movement Guide also outlines that shared surfaces tend to be most suited to:

- Road sections of limited length;
- Areas where parking is controlled or located in designated areas; and
- Areas where traffic flows are less than 100vph

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				Examination of the extent to which shared surfaces are appropriate in a particular location should therefore be approached on a location by location basis.	
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	2.3.11	General Comment	As outlined in 1.1.4, S106 contributions may need to be conditioned so they can be applied beyond the planning life of any development, or bespoke investment arrangements developed to enable funds to be used for long term (g.t 25 years) maintenance commitments.	Noted. Consideration of future maintenance arrangements will be an important aspect of future public realm works.
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	2.4.3	General Comment	Signage and wayfinding is not only critical for pedestrians, but also for movement of cyclists. Wayfinding maps therefore should include provision for where cycle parking is located and link into the wider Cycle Signage Strategy developed for Kettering.	Noted.
Principal Transport Planner Esme	Principal Transport Planner Northamptonshire County Council	2.5.2	General Comment	Streetscape Surfaces - Please see comments outlined in our response to 2.3.7, particularly in relation to additional tactile pavement requirements.	Noted, ongoing maintenance costs will be factored into decisions regarding the future use of bollards.

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Hearne				Street Furniture - Hydraulic bollards can be used to prevent vehicular access; however there are significant ongoing maintenance costs associated with them. The decision to proceed with bollards should therefore be taken carefully with this in mind, and with clear responsibility set out for which organisation is to fund the ongoing maintenance works.	
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	2.5.3	General Comment	Street Furniture - The location of cycle parking should be determined in line with the guidance in Chapter 11 of LTN 2/08 Cycle Infrastructure Provision, to ensure that it is sited appropriately, and will be attractive to use by cyclists. It is advised that the wording is changed to read 'pedestrian desire lines' as cycle parking needs to be sited recognising where cyclists desire to travel to.	Reference will be altered to pedestrian desire lines.
Principal Transport Planner Esme	Principal Transport Planner Northamptonshire County Council	2.8.1	Disagree	The Council's new Street Lighting Strategy will be considered by Cabinet in September. Any street lights expected to be adopted by the County Council will need to conform with this strategy.	Section 2.8.1 and 2.8.2 will be amended as detailed below to make reference to the emerging County Council Street Lighting Strategy whilst still providing guidance on urban lighting principles

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Hearne				In addition, any such lights would be required to meet the Public Street Lighting PFI requirements due in October 2011.	within Kettering Town Centre.
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	3.4.8	General Comment	The nature of vehicular access to Bakehouse Hill needs careful consideration as access has historically been available at certain time for Blue Badge holders and a careful balance needs to be struck between priority for pedestrians and access for other road users and servicing. Cycle parking and cycle access should also be considered carefully in conjunction with Northamptonshire County Council.	Section 3.4.8 highlights the need to retain vehicular access around the southern edge of the space to provide access for servicing shops and businesses. Paragraph 2.3.7 states that cycle stands should be provided at convenient locations to enhance the vitality of the town centre.
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	4.4	General Comment	Tree species are subject to the approval of the Highway Authority. Specific species may not be deemed acceptable due to corrosive sap which can damage vehicle paintwork, and seasonal cycles to drop conkers and beech nuts across a wide area.	Section 4.4 suggests tree species that may be appropriate and will withstand a streetscape environment. Within the highway specific trees will be selected with agreement from the Highway Authority.
Principal Transport Planner	Principal Transport Planner	5.2	General Comment	Outline costings will also be affected by change in future delivery and policy applied to highway design features.	Section 5.2 provides useful indicative costs for public realm works in different locations. It is apparent that such outline

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Esme Hearne	Northamptonshire County Council			<p>Notable factors that currently exist are:</p> <ol style="list-style-type: none"> 1. The planned introduction of a Public Street Lighting PFI - for the removal of street light columns that are no longer required by the highway authority, the replacement of columns that continue to be required but fail ongoing structural performance checks, the development and introduction of improved lighting and control systems, long term maintenance responsibility to meet the highway authority's policy standards that may be amended during the life of the PFI. The cost of elements either added to or removed from the PFI contractual arrangement will be subject to negotiation on costs with the PFI provider. 2. Reduction in the level of service provision for public street lighting. This policy change has arisen from significant budget reductions following the Comprehensive Spending Review by central government. The impact of these budget reductions has been to switch off 	<p>costs will change over time as changes to highway design standards/guidance and service delivery decisions are made. Specific elements of the SPD may be reviewed in the future to reflect such changes.</p>

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				some 30,000 street lighting columns across the county with a corresponding reduction in energy costs.	
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	5.3.2	General Comment	Guidance documents do not always mean the highway authority has a statutory duty to provide a service or to deliver a level of service described in current guidance. Statutory duties and design standards and guidance can change over time, with resulting impacts on future costing.	It is noted that the implementation requirements detailed within section 5.3 will be superseded overtime by new standards and guidance. Reviews of the SPD will enable this element of the document to be updated as required.
Principal Transport Planner Esme Hearne	Principal Transport Planner Northamptonshire County Council	5.4.2	General Comment	The ongoing maintenance of the bespoke materials such as those stipulated in the Public Realm Strategy is costly. Increasingly there is an unavoidable pressure on the budgets available to Local Highway Authorities for maintenance, stemming from the Comprehensive Spending Review. Maintenance of bespoke materials may therefore become increasingly impractical. Meeting these additional costs of inspection, maintenance or street cleansing regimes should therefore be factored into any funding allocation, whether under s106 contributions or	Maintenance and reinstatement to match the specified paving materials will be essential to ensure a ongoing high quality public realm. The Council is ensuring that it has a stock of the materials used with the public realm works being implemented at present.

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				<p>from public funding bids, to ensure that any funding allocation includes sufficient capital and revenue allocations.</p>	
				<p>The New Roads and Street Works Act includes a document setting out the requirement for reinstatement works. This is mainly focused on utility companies and requires them to provide reinstatements using any necessary replacement materials to match the existing construction. There is however also a test of `reasonableness` that must be applied to reinstatements – especially those in high quality high cost construction such as typically required for any Public Realm enhancement project.</p>	
				<p>Public Realm materials can often be sourced from abroad. Granite is no longer commercially available from the UK and in recent years supplies from Portugal have also ceased. Chinese quarries are now the major source of granite products. Specialist man-made</p>	

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				<p>products such as coated concrete blocks are specialist products that may be sourced from within the UK or Europe.</p> <p>A utility must make reasonable efforts to provide identical materials, though it is not reasonable to expect a utility to source very small quantities of specialist materials, which can also have a long lead-in time (10 to 14 weeks), as this is neither commercially viable nor practical in managing and delivering minor utility works. The onus rests with the Public Realm provider to hold and maintain a stock of special materials that are available on call for any utility.</p> <p>It has also been argued that it is reasonable for a utility to break one surfacing element so that any section of pavement can be lifted. This should be considered as the minimum level of materials supply that should be offered to a utility. Depending on the pavement construction, if public realm materials cannot be easily or cleanly separated from their foundation layers, perhaps</p>	

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				because they have been bonded together using epoxy jointing or wet bedded onto mortar, then it is reasonable for a utility to expect more materials will be provided at no cost. Each location must be examined on its own merits. In these circumstances it is reasonable for a utility to provide reinstatement materials that are similar but not a match to existing materials.	
Mr Mike Sawford		All Sections	General Comment	The Kettering Public Realm Strategy SPD is comprehensive, gives a good base line for development and regeneration of public spaces in Kettering. It continues the standard set in the Market Place, Market Street and Horsemarket.	Noted.
MR PHILIP EVANS	Principal Philip Evans Architect	Para 2.2.6	General Comment	Recognizes that ‘a new space has evolved more recently to accommodate the weekly market along Bakehouse Hill Square and High Street’. This presents an opportunity to create a new Market Square, as I have suggested previously (see also comments on para. 3.4 below)	Building on the Kettering Town Centre AAP the Public Realm Strategy identifies Bakehouse Hill Square as providing an opportunity for creating a public space within the heart of the Shopping Quarter.
MR	Principal	Para 3.3.1 (Market	General	It is stated that ‘the Town’s largest urban	Paragraph 3.3.1 considers historical

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PHILIP EVANS	Philip Evans Architect	Place)	Comment	space has suffered from a reduction in pedestrian footfall over the years. To this should be added that it will suffer a further reduction in its footfall if the Borough Council locates its staff to the edge of the Town.	reasons for the decline in pedestrian footfall and issues that needed to be addressed by the recently completed Market Place works. The Cultural Quarter opportunity sites, including the Borough Council Offices, and the impact of any potential future development package within this quarter are considered within the Kettering Town Centre AAP and accompanying Cultural Quarter Scoping Study.
MR PHILIP EVANS	Principal Philip Evans Architect	3.4	General Comment	<p>A 'Market' is naturally evolving here as recognised above, but para. 3.4.5 suggests problems with this location and no provision is suggested in the 'Design Rules'. This is an opportunity for a 'natural' rather than 'imposed' evolution of the Town Centre and the design rules and specific proposals for the Square should be redrawn to accommodate this (I suggested this possibility in an earlier consultation).</p> <p>With regard to the 'Clock', this was a significant donation to the Town. It should be retained, possibly repositioned</p>	Building on the Kettering Town Centre AAP, the Public Realm Strategy identifies Bakehouse Hill Square as providing an opportunity for creating a public space within the heart of the retail district. The design rules set out key principles for the redesigned space whilst addressing specific issues including the need to maintain a vehicular route around the southern edge and the retention of the clock or public art alternative within the space. Paragraph 3.4.5 highlights some of the issues associated with the market in this location. The design rules are

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				if necessary as part of a comprehensive plan and provided with a base in materials which conform with the suggested Urban Codes.	deliberately neutral with respect to the market and neither include or exclude its continuation in this location.
MR PHILIP EVANS	Principal Philip Evans Architect	3.5 (Horsemarket)	General Comment	This recently completed project has major defects because it is dominated by traffic, in particular the presence of 4 lanes/zones for vehicles on both sides of the narrow pedestrian zone. The latter lacks seating and soft landscaping and presents itself primarily as an isolated hard-surfaced pedestrian area, far less attractive than what was there previously. If possible, the Council should commission the designers to provide some improvements, including at least the elimination of one of the traffic lanes between the western side of Horsemarket and the pedestrian island.	The Horsemarket public realm improvements provide activity and vibrancy to the Horsemarket area of town; encourage footfall through the Yards; and facilitate the creation of a safe and attractive pedestrian-orientated environment in Market Street, Sheep Street and onto Market Place. The Horsemarket is both a public transport hub and revitalised urban space within the town. Its configuration allows for the safe passage of vehicles and pedestrians within this prominent town centre location.
MR PHILIP EVANS	Principal Philip Evans Architect	Section 5 (Details/Specifications /Delivery)	General Comment	The new Market Place and Market Street/Horsemarket improvements have been financed by Central Government Funding. Is such funding likely to be available again and if so, when? If not, is it realistic to suggest that the project can be implemented almost entirely by	The Council has been successful in bidding to central Government for external challenge funding which has been used to fund public realm improvements around the Market Place, Horsemarket, Market street and Sheep street. In the short term further

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				Section 106 Funding?	significant funding of this type is uncertain although the Council will seek to secure such external funding in the future as and when the opportunity arises. The Public Realm Strategy aims to deliver environmental improvements to the town centre that will will delivered by both the public and private sector. In line with policy 11 of the Kettering Town Centre AAP some pulbic realm schemes including Bakehouse Hill and Soans Yard will be delivered on site, as part of major development schemes and will form an intrinsic part of such developments. Elsewhere off site contributions will be sought from development within the town centre.
MR PHILIP EVANS	Principal Philip Evans Architect	5.3 (implementation)	General Comment	It is all very well to quote detailed guidance, but the Strategy should not shy away from irreconcilable conflicts such as evidenced by the dangers for some disabled users of the new Market Place by ill-defined and unprotected ramps and step-edges.	The importance of disabled peoples right to access as set out in the Disability Discrimination Act 1995 is detailed in section 5.3 of the strategy. Public realm works being completed at present have sought to maximise accessibilty for all users and has included dialogue with specific user groups. Specific measures for blind and partially sighted users have

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					been implemented e.g. guidance paving across the Market Place, and this approach will continue in the future.
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	All	General Comment	The Civic Society welcome the Public Realm Strategy and support its implementation particularly if the Market Place is a typical example. Funding may be challenging but should not become an issue.	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	Objective 3	Agree	This objective must be carried out with specific care to prevent damage to the large and distinctive retail centre of the town and prevent loss of open space.	Noted.
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	objective 5	Agree	This is the key objective which will hopefully re-create the heritage buildings which were demolished to create the Newland Centre and nearby shopping.	
Mrs Monica	Secretary KETTERING CIVIC SOCIETY	1.1 Background	Agree	The improvement to the public realm within the AAP must remain key to the town	

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Ozdemir				centre within the core edge. Special attention should be given to over loading the area with affordable and minute flats.	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	1.4.2	Agree	The introduction to the Town Centre Urban Codes at point 1.1.1 states The AAP establishes Character Areas in which certain uses and activities will be focussed". The developing definition "Character Areas" is especially welcome as it relates more comfortably than Quarters to the Town.	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	1.4.4	Agree	Is so important to Kettering's unique character.	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	2.4.5	General Comment	Innovation and technology change. It is important to recognise that this will always happen as history has shown. It remains important to analyse innovation and evolution and ensures that as change takes place, it should make sure each item under review relates to	

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				Kettering's unique character.	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	2.4.8	General Comment	Sandstone is a locally occurring stone, historically used for buildings. It is soft and weathers quickly. The neighbouring vein of stone running across the county is limestone which is harder and more durable than limestone. It is noted that the new paving is not ironstone even though much of the Parish Church is.	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	3.4.8 Bakehouse Hill	General Comment	Following the demolition of Bell & Billows and later the clearance of the replacement landscape which included a plane tree, the present concreted area with clock have lost the sense of place in the area. The proposed paving with an inclusive pattern has a quality linking form. The	The design rules at 3.4.8 make clear that any trees in this location should be spaced to allow clear views of the retail units.

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				<p>proposed trees block out the building facades some of which are part of the Town Centre Heritage, whilst trees and lighting would be very welcome consideration should be given to relocating the trees which may in due course relate to the new anchor store and seating area.</p>	
Mrs Monica Ozdemir	Secretary KETTERING CIVIC SOCIETY	Station Plaza	General Comment	<p>It is noted that this will be the subject of a separate study.</p> <p>The in principal layout is very acceptable. It is however so important that the original station building is retained and possibly enhanced by nearby buildings. The railway and its station are key factors in the history of Kettering and should be treated accordingly.</p>	<p>The retention and enhancement the Station building is a founding principle that has guided the proposals within the KTCAAP, Public Realm Strategy and Urban Codes.</p>