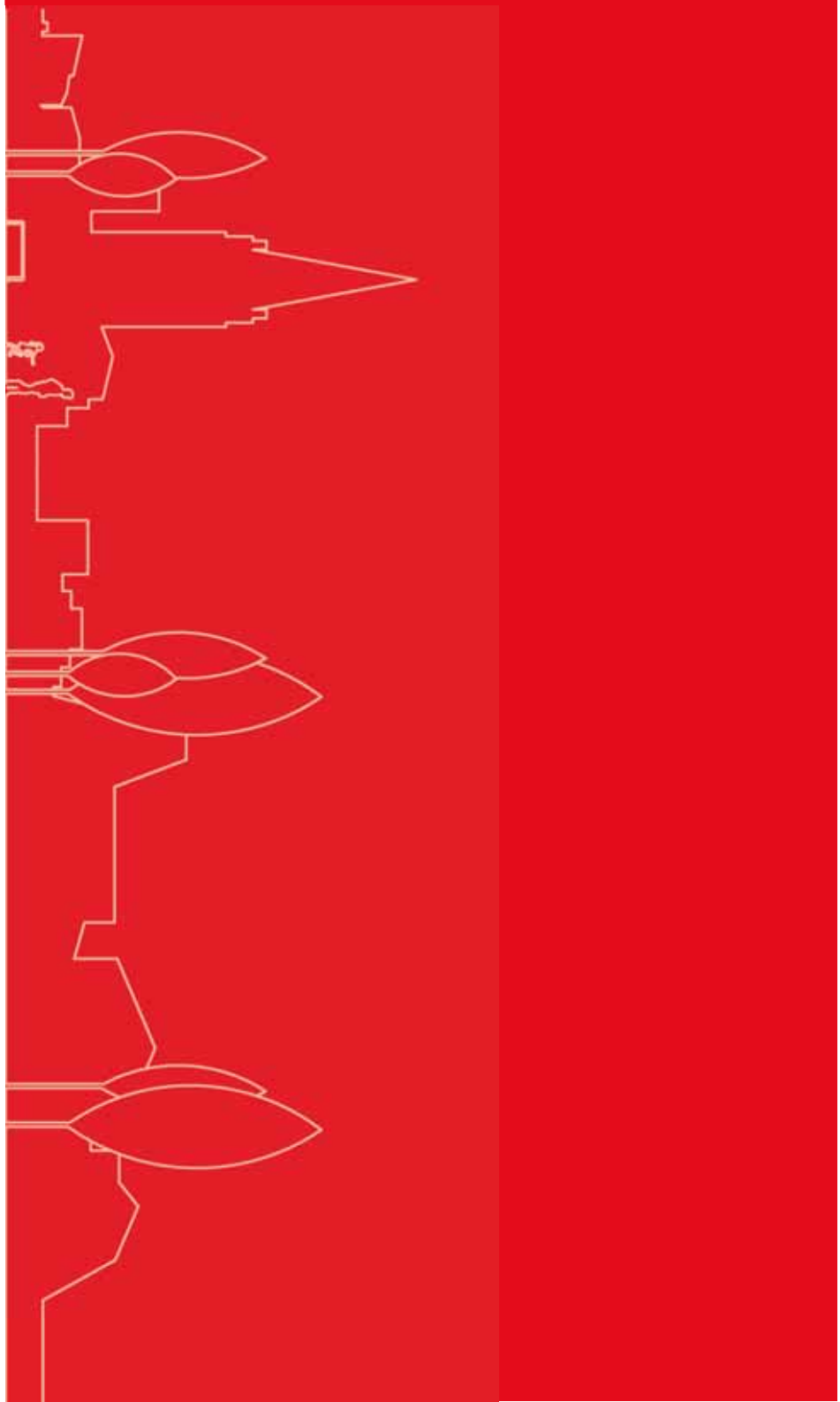
Kettering Public Realm Strategy

Kettering
Borough Council



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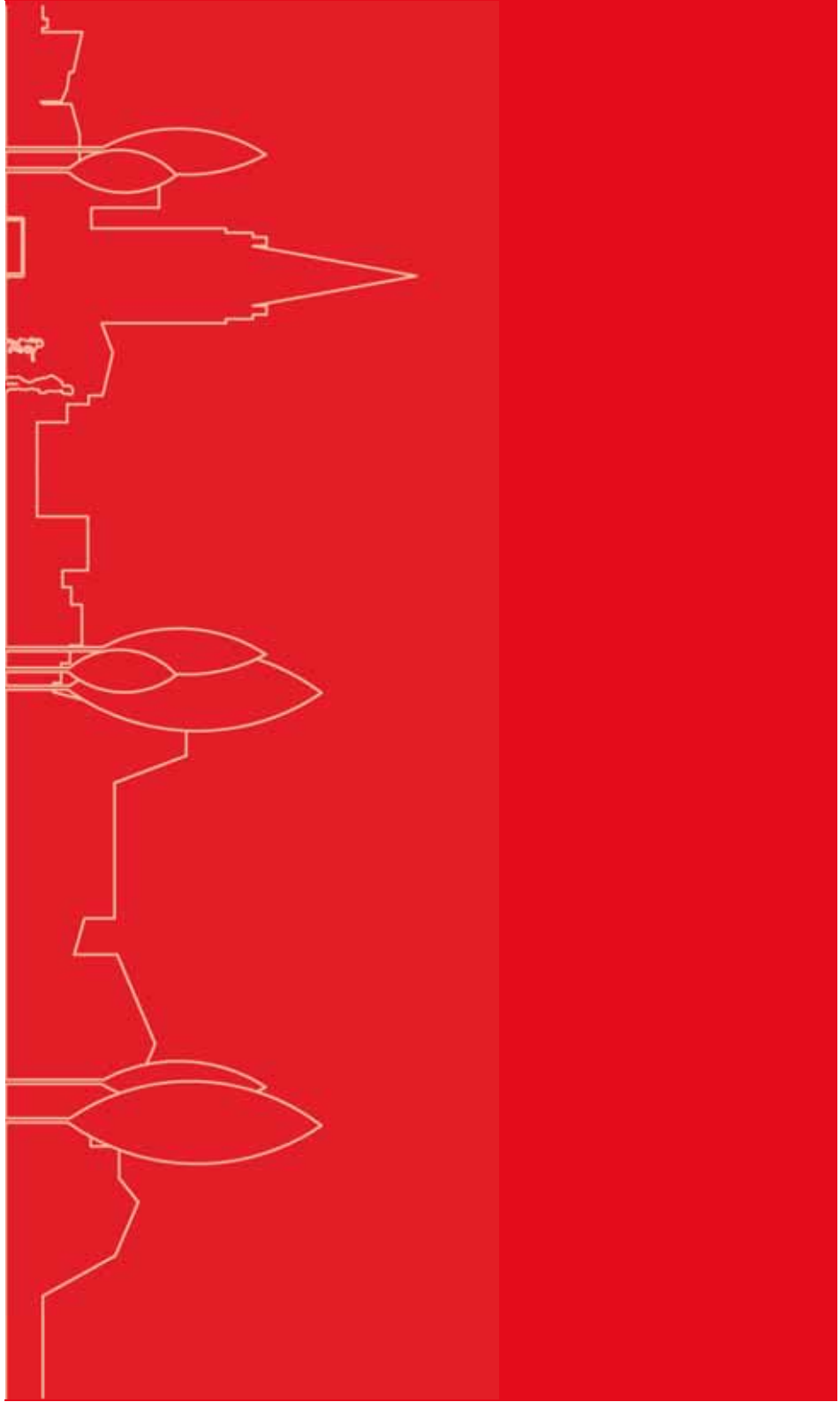


Kettering Public Realm Strategy and Streetscape Design Guidance

Introduction 1

1.1 Background

1.1.1 This Public Realm Strategy and Streetscape Design Guide has been commissioned by Kettering Borough Council to help deliver environmental improvements to the town centre as its population increases over the next 20 years. The strategy is a Supplementary Planning Document to the Area Action Plan for the Town Centre, providing an integrated approach to the design of the streets and spaces between buildings, for both public authorities and private developers.

The strategy aligns with the seven objectives identified in the AAP to deliver the Vision and to ensure development contributes to the vitality and viability of the town centre.

Objective 1: To create a zoned, vibrant town centre which makes the best use of available land
Objective 2: To implement a step change in quality retail
Objective 3: To deliver a new residential community and utilise residential uses to support and complement the quarters
Objective 4: To create a town centre characterised by the high quality of design and respect for heritage
Objective 5: To create a significant increase in office employment space
Objective 6: To make a safe, welcoming, walkable and well connected town centre
Objective 7: To deliver a green town centre with an emphasis on the provision of green infrastructure and renewable energy initiatives

Improvements to the public realm within the AAP area are a key plan objective and will play an essential role in revitalising the town centre and enhancing the setting of new developments. The AAP is intended to facilitate extensive high quality public realm enhancements to key areas through a programme of physical works framed by this Public Realm Strategy.

1.1.2 This document has two functions. Primarily, it sets out a Public Realm Strategy and Vision defined by a series of underlying principles following a clear street hierarchy, as well as identifying principles for redesigning the key spaces within the town. Following on from this, the document includes a Streetscape Design Guide detailing the implementation methods for paving materials, vertical elements and lighting. This integrated approach is essential for ongoing improvements to street lighting, public art and methods of wayfinding within the town, all of which are set out in relevant chapters.

1.1.3 Recommendations are made for a simple palette of street furniture and street trees that should be used throughout the town, to create a unified, cohesive feel. This is not to necessarily preclude the use of alternative items in defined areas, but to create a series of spaces with their own unique identity.

1.1.4 Broad cost estimates have been made for sample areas of the proposed street types. This will enable Section 106 contributions from new developments within the town to be calculated that relate accurately to the ongoing public realm improvements. These are set out in Appendix A.

1.1.5 This document cannot and should not be exhaustive and the skilled expertise of designers and council officers will, of course, be required on a site by site basis to provide a bespoke solution to specific issues. The document should, however, provide a clear framework for a variety of stakeholders, including professional designers, utility companies, local societies and other agencies.

Location Plan


Existing Kettering

1.2 Purpose of the Strategy

1.2.1 This document provides a clear strategy and vision which will enable Kettering Borough Council to take an holistic over view of development and public realm proposals. It will also guide future development within the study area and ensure that developers and their architects are imaginative in delivering a good quality public realm environment for the planned future of Kettering.

The overall strategy is primarily concerned with 3 key elements;

- To provide a vision with strategic overview to guide street and space design including, public art, lighting and way-finding.
- To provide guidance on the application of best practice streetscape design in Kettering Town Centre.
- To provide practical and concise information which can be used to inform the implementation of public realm and infrastructure projects

1.2.2 The Public Realm Strategy and Streetscape Design Guide collectively is a tool for all bodies concerned with the quality and development of the public realm within Kettering. The document is to be used by the town as a whole including the Borough Council and developers who will use it as a reference. It will provide the planning authority with guidance to assist development control decision making and the Highways Authority with streetscape improvements. It will set out guidance to developers and their consultants as to what is expected of new streetscape in the town centre.

1.2.3 The Public Realm Strategy and Streetscape Design Guide is a technical document that will become a Supplementary Planning Document to the Town Centre Area Action Plan. However, it is also an aspirational document that aims to raise standards and provide a benchmark for improved quality of streets in Kettering building upon the recently completed Market Place project.

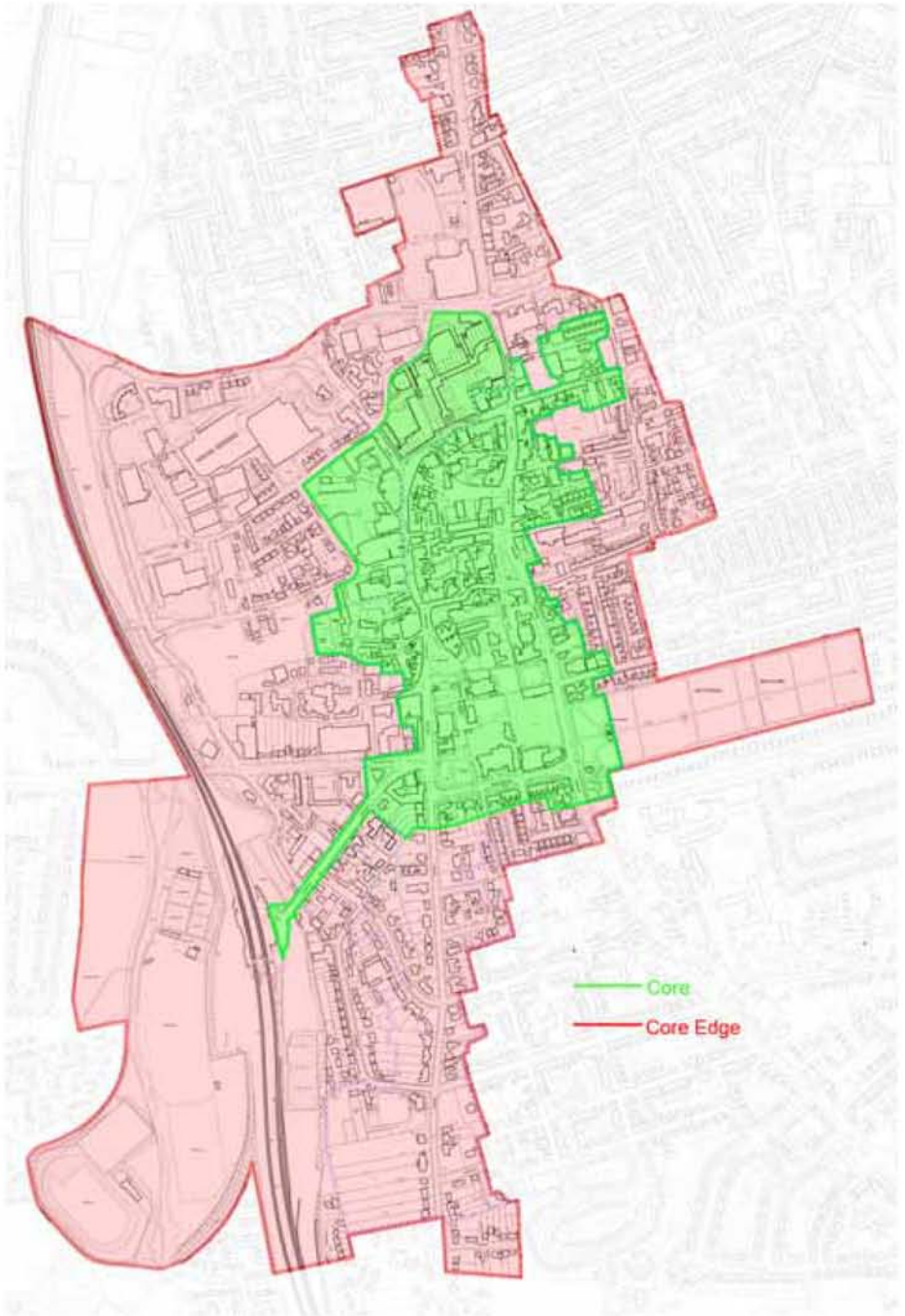
1.2.4 The document provides illustrative guidance on streets that represent the cross section of Kettering street typologies and also shows potential for developing the 4 key public spaces within the town centre. However, guidance should be considered on a project by project basis as a prompt to inspire distinctive individual spaces. New streets associated with developments should have an identified typology that the streetscape guidance can be applied to making sure new developments fit within the Kettering vision. The document includes reference to general national guidance related to the Disability Discrimination Act. However, where new legislation or guidance is developed, this should take precedence. Specific streetscape projects should continue to involve consultation with Planning and Highways Departments where appropriate.

1.2.5 The document and associated design guidelines cover streetscape improvements related to the 2 boundary areas shown on the plan opposite.

The Central Core

The Core Edge

High Quality streetscape in other towns and cities



1.3 Document Structure

1.3.1 The document is subdivided into 6 sections.

The sections contain tiered levels of increasingly detailed information in a format that can be readily used by a variety of user groups who may each require a specific level of detail.

The document ranges from broad brush vision information through guiding strategic overviews down to specific design principles that relate to identified town centre areas.

1/Introduction

The introduction sets out the purpose of the document within the Kettering context and outlines the strategy background and purpose.

2/Vision and Principle

This section starts with an outline vision which provides an overall aspiration supported by a series of aims and objectives that are used as a mission statement to guide Kettering public realm development. The vision is developed based on historic local references and best practice design principles.

The vision section introduces the Kettering town centre boundaries which include; ***The Central Core and the Core Edge*** and also notes how development should be influenced by these locations along with Conservation Area Boundaries. The 2 principal areas of the town centre are to provide typical material palette and detail references to assist outline specification and cost calculations for new developments.

3/ The Treatment of Spaces

Concept designs are provided for the 3 main public spaces within Kettering, excluding the recently implemented Market Place, although this is included to show the level of quality new proposals are expected to reach.

The spaces are included to give guidance on how these areas could be designed and interact with the general streetscape.

4/ Streetscape design guidance

The streetscape design guidance is included to demonstrate surfaces, finishes and how design interfaces should be best dealt with within the 2 identified areas: ***The Central Core and The Core Edge***.

This guidance looks to provide a benchmark to unify a standard approach and strengthen the streetscape character.

The streetscape design guide also includes vertical elements as these are key elements of the streetscape, such as lighting, street tree planting and furniture.

These are provided as a series of illustrative typical details that may be used to guide implementation

5/ Appendix

The appendix includes developed costs for each of the Kettering streetscape typologies, based on recent and current projects to provide high level working figures.

These costs can be accessed by various users to assist the development process, including calculating Section106 costs, public realm development costs and also to indicate project aspiration value.

Kettering Town Centre

1.4 Policy Context

1.4.1 There are a number of policy and planning documents currently being produced by Kettering Borough Council that provide the context to the Public Realm Strategy. All these documents align with each other to ensure there is a chain of conformity in policy terms and that there is a co-ordinated approach to all aspects of delivering quality design within Kettering.

The Area Action Plan

1.4.2 The overall objective for the Kettering Town Centre Area Action Plan is to improve the quality of the environment, sense of place and economic activity within the area and create a well connected area into the surrounding urban fabric. The town centre should be a strong and vibrant heart to the community and the Station Quarter a positive gateway into the town centre. The Area Action Plan suggests that this will be achieved through the creation of a safe, active and attractive environment with a range of uses, activities and attractive streets and buildings. In order to deliver this, the AAP splits the town centre into 8 quarters - shown on the plan opposite.

The Kettering Town Centre Shop Front Guide

1.4.3 The guide provides potential applicants with a set of criteria used to assess applications relating to new shopfronts and shop signs and the principles of good shopfront design within Kettering Borough. Although aimed primarily at existing and proposed shops within Kettering Town Centre and the 'A6 Towns' of Burton Latimer, Desborough and Rothwell, the basic design principles are relevant to all shopfront design proposals across the Borough.

The Shopfront Guide identifies the existing commercial character of the centres under review from which a number of design principles are drawn. These principles cover important elements such as Fascias, Pilasters, Glazing, Window Displays, Awnings, Materials and Illumination many of which will have an influence on the quality of the public realm and the experience of using it.

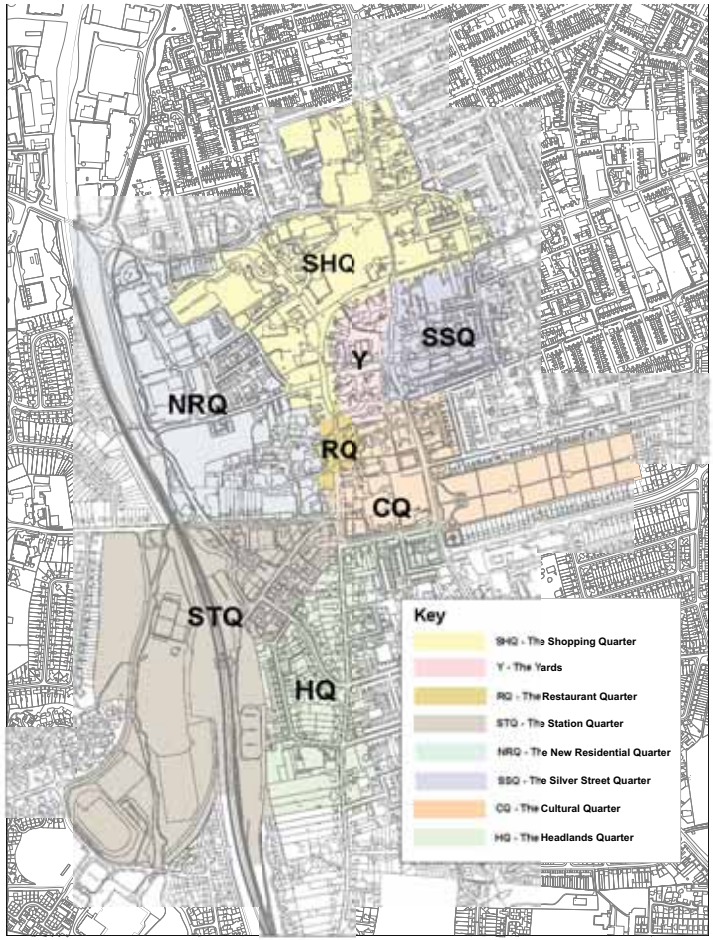
Urban Codes and Morphology Study

1.4.4 The Urban Codes SPD sets out guidance for each of the 8 Quarters identified in the Area Action Plan. These codes set out design principles and 'rules' to be followed by any subsequent design team on land uses, movement, built character and materials as well as the landscape and public realm. The landscape and public realm guidance provides general points to be considered on public art, hard landscaping, signage and planting for each of the 8 quarters with the aim of adding to the overall character of the town.

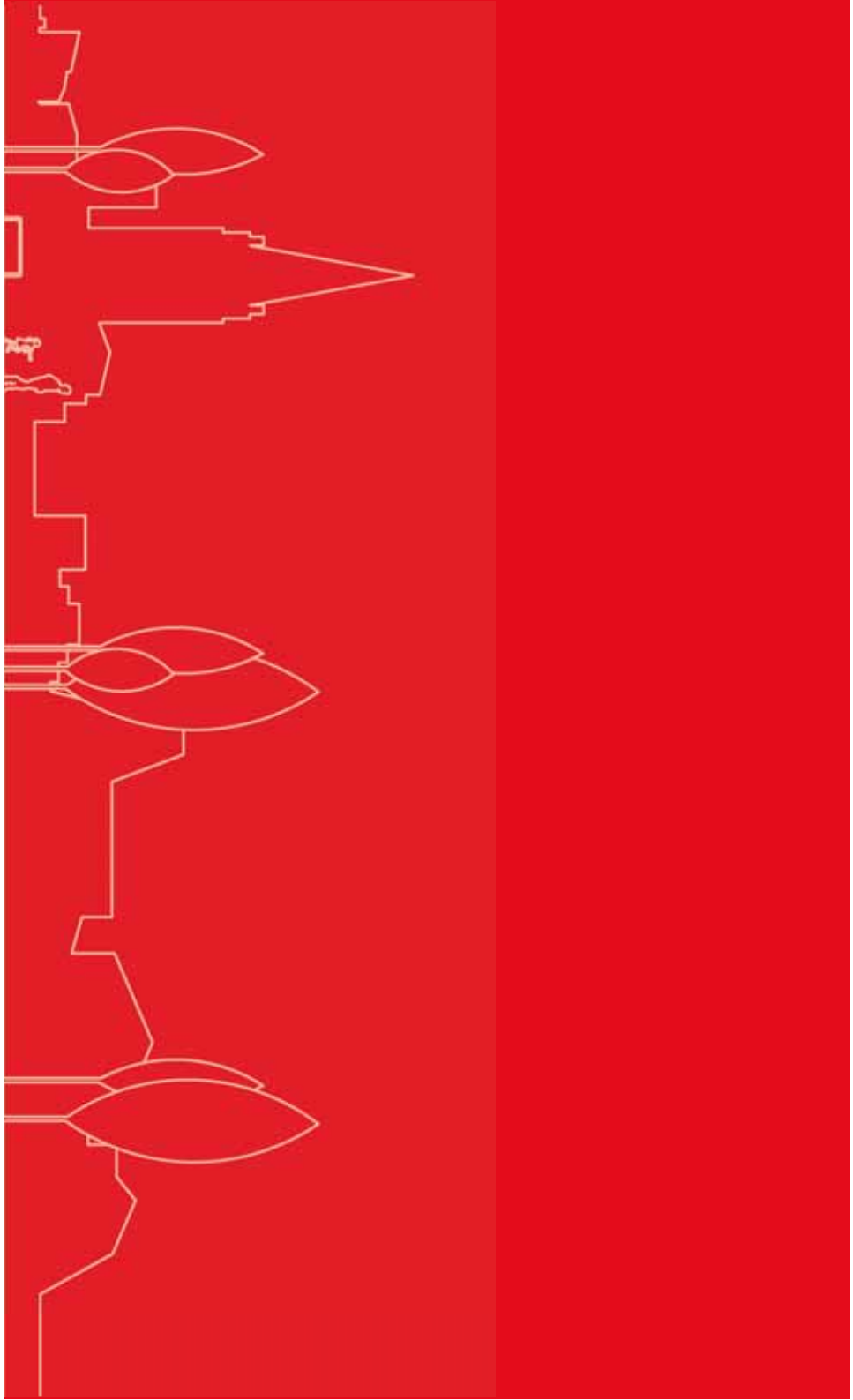
The Morphology Study presents an analysis of how the historical development of Kettering, its route system and physical form, have influenced the design decisions made in the Kettering Town Centre AAP.

This morphology study is structured as follows:

- Overview - a brief historical overview of Kettering and an overall description of the overarching influences on the town centre as a whole, including key buildings and street patterns.
- Quarter-by-quarter analysis - an in depth look at how the morphology of each quarter has influenced the design-based decisions as set out in the AAP document.



8 Town Centre Quarters, identified in the AAP



"The Vision for the Town Centre is to create a vibrant heart for Kettering; a place that is characterful, distinctive and fun. The Town Centre will become a focal point for North Northamptonshire".

Town Centre Area Action Plan

THE AREA ACTION PLAN VISION HAS FORMED THE BASIS OF THE VISION FOR THE PUBLIC REALM

2 Public Realm Vision and Principles

2.1 The Vision for the Public Realm

2.1.1 ***The vision is to create a high quality public realm at the heart of Kettering creating an enhanced sense of place that reflects and celebrates Kettering's character and aspirations. It also seeks to create an improved town vitality, regeneration and encouraging investment for the future. The core of the town is to be developed using high quality natural stone materials with a Sandstone emphasis that responds to the historic context. This will enhance the quality, durability and appeal of the town through simple stylish streets defined by a timeless aesthetic.***

Aims and Objectives

2.1.2 The overall aim of the Public Realm Strategy is to undertake a simple approach by identifying two main areas where the strategy applies : 1 ***The Central Core 2 The Core Edge.***

2.1.3 The purpose of this is to create a consistent and coherent approach where distinction between the more refined 8 town quarters is achieved additionally through differences in architecture, land use and existing character. The existing street patterns are to be strengthened by consistently looking to apply a high quality approach to an identified hierarchy of street typologies to ensure that form, function and design aspirations are also delivered across the spectrum of street types.

2.1.4 Public art is to be encouraged to create a series of linked features that add to the offer and appeal of the town centre public realm. These features are to be pursued in an imaginative way utilising an approach that is integrated with the streetscape to add sparkle to the public realm providing highlights that are relevant to local and site contexts.

2.1.5 Furniture and lighting is to be selected from a defined palette to support the aspiration of quality. This would achieve good visibility and illumination levels whilst also setting up a hierarchy of furniture that responds to street context providing comfort and feature areas of bespoke interest.
The aspiration is to create a cohesive palette of coordinated materials to unify the streetscape. This will improve connections and permeability within the town centre to consolidate and assist in regeneration to create a comfortable pedestrian friendly place.

2.1.6 As well as directing quality within the town core, the core edge focuses on raising the public realm standard to create a desirable standardised and integrated street network of uncluttered simple robust streets. The aspiration for elevating the town core edge provides a level of quality to streets that improves robustness, rationalises the street design layout and enhances the wider Kettering identity, quality and sense of place.

2.1.7 The town centre includes a number of key public spaces that are connected within the street network which provide an opportunity to create special spaces that provide a variety of functions. These key individual public spaces when set against the high quality streetscape provide a major role in creating a vital public realm.

2.1.8 The public realm vision is illustrated by way of a number of strategic plans, best practice streetscape design principles and illustrative precedents. These provide the parameters for the creation of a high quality inspirational public realm for Kettering Town Centre.

Why Are High Quality Streets Important

2.1.9 The streets of any town are where people move, meet and interact. In the distant past they were the town's life blood, especially considering Kettering's Market town history, where transport of livestock and the introduction of railway and associated trade were significant factors in its growth. Recently the streets have become dominated by traffic in many places or have been pedestrianised such as the High Street but in a way that is unsympathetic to the town's historic centre. Too often the pedestrian environment is uncomfortable and inconvenient and is not appealing enough to draw in visitors from surrounding areas highlighting the need to improve the town's streetscape.

2.1.10 High quality streets have many benefits to the town structure and character and can strengthen the sense of place whilst enhancing civic ownership. They are usually simple uncluttered unified spaces and streets made of robust materials that may have historic precedence giving a long lasting surface on which the various functions can take place. The AAP objectives recognise this, particularly where they seek:

- To create a town centre characterised by the high quality of urban design, architecture and public realm and respect for heritage
- To make a safe, welcoming, walkable and well connected town centre

2.1.11 Key street typologies and public spaces are identified within this strategy and are featured to illustrate the potential of a variety of public spaces and streets at the heart of Kettering. This includes the Station Plaza, that acts as a major gateway to the town, Horsemarket and Bakehouse Hill and the recently implemented Market Place, . Precedents and material palettes are included to demonstrate how the design guidance can be applied to create unique public spaces.

Vision Exemplars

2.2 Historical Context

2.2.1 The character of Kettering's streets is influenced by a range of elements, some static and some evolving over time. This includes the topography of the area, the surrounding buildings and spaces, and the functions and intensity of use of the streets. Understanding how the streets are used, both now and in the past helps to identify the best way of enhancing them, both through an appropriate range of street furniture, planting and floorscape design.

2.2.2 The study of Kettering's morphology through the Urban Morphology Background Paper highlights the integrity and intactness of the town's original street pattern. It describes the formation of the streets and spaces which, though the buildings have changed, are still populated every day by workers, visitors and shoppers. Moreover, the analysis of morphology helps to explain the identity of Kettering: how it evolved and why it evolved. It thereby helps to assign an importance and a value to this history and the part it plays in regenerating the town's image and prosperity.

2.2.3 The proposals contained within the Kettering Town Centre AAP derive from this understanding of the town's historic development and will, wherever possible, use the evidence of the town's past to bring authenticity and a sense of place to emerging new developments.

2.2.4 Kettering benefits from a range of street characters that generally still relate well to their historic evolution in terms of their widths and relationship with built forms that define them. This gives the town a strong historic identity, very much based on its origins as a provincial market town.

2.2.5 These streets range from the narrow walks and yards at the centre of town, such as Church Walk and Ebenezer Place, through to the traditional commercial streets of High Street, Gold Street and Silver Street that gained their character during the expansion of the town during Victorian times. Other, peripheral streets, such as London Road, Bowling Green Road and Northampton Road have achieved a grander scale, based on their later redevelopment, especially to accommodate increases in both horse-drawn and motorised traffic during the late 19th and early 20th centuries.

2.2.6 In addition, the town benefits from two historic spaces that developed for trading, the Market Place and Horsemarket. The Market Place has been used for regular markets since medieval times and forms an attractive heart to the historic core of the town, closely related to longstanding buildings such as the Church of SS Peter and Paul, Corn Exchange and Royal Hotel. Horsemarket was historically used for the trading of livestock, predominantly pigs and horses. This no longer has any outdoor trading function but is retained as an outdoor circulation and seating space. The town has lost its third historic trading space, the Cattle Market, which is now the London Road car park although a new space has evolved more recently to accommodate the weekly market along Bakehouse Hill Square and High Street, reflecting the shift in the town's commercial centre of gravity northwards.

Historical development of Kettering

Historical references for Kettering

2.3 General Characteristics of Quality Public Realm

2.3.1 There are a number of key principles that should be taken into account in enhancements to the public realm in Kettering. These are promoted in a general government guidance, including:

- Streets for All East Midlands (English Heritage, (2005)
- Manual for Streets 1 and 2 (Department for Transport, (2007 and 2011)
- Urban Design Compendium 1 and 2: (English Partnerships, August 2000. 2nd edition 2007)
- Northamptonshire Place and Movement Guide (NCC 2008)

Enhancing local distinctiveness and identity

2.3.2 The existing character of Kettering should be conserved and enhanced. Where appropriate, a high quality contemporary approach should also be taken to external spaces, especially where this is associated with new development, such as Market Place, the Yards, the Station Quarter and Wadcroft.

2.3.3 Design should be particularly sensitive to sites within the town centre Conservation Area and those that affect the setting of listed buildings. Historic street alignments should be respected. Existing historic features such as monuments and statues/ sculptures should be retained and restored, and historic details within the carriageway such as cobbled carriageways retained.

Providing coherence, continuity and quality

2.3.5 Street furniture, paving and lighting should all be provided in a clear, coherent way, based on a simple, restricted palette of materials. Agencies should work together to ensure that the public realm is uncluttered and co-ordinated.

2.3.6 It is also important for public authorities to seek to minimise the proliferation of permitted and illegal advertising such as A boards. In particular, shop signage should be carefully controlled and enforced to enhance the historic character of the buildings. Further guidance is identified in the Shopfront Design Guide produced by Kettering Borough Council.

Prioritising the pedestrian

2.3.7 An essential part of the visitor or shopper experience is the comfort felt within the street, in terms of freedom of movement, ease of navigation and perceptions of safety. Opportunities for pedestrian use of the public realm should be maximised, including both informal and formal activities and events on the streets and in public spaces, enhancing vitality of the town centre generally. To achieve this:

- Pavement widths should be maximised
- Pedestrian crossings should be provided at key nodes
- Shared surface areas should be introduced in areas such as the Market Place, Sheep Street and Market Street to naturally slow traffic down
- The wayfinding strategy should be implemented to aid navigation and encourage wider exploration of the town, especially for visitors
- Facilities such as bus stops, taxi ranks and cycle stands should be provided at convenient points

Enhancing accessibility

2.3.8 The design of access within the public realm should comply with Part III of the Disability Discrimination Act 1995 (DDA) which gives disabled people a 'right of access' to goods, facilities, services and premises. Guidance includes:

- BS8300 (2001) Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice
- Inclusive Mobility. A guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport 2005)
- Guidance on the Use of Tactile Paving Services (Department for Transport, 2005)
- BS5489 (2003) Code of Practice for Road Lighting

Minimising crime and fear of crime

2.3.9 The public realm should be designed to minimise the potential for crime. Particular attention should be paid to areas with previous incidences of crime. Guidance should follow:

- 'Secured by design' principles (www.securedbydesign.com)
- 'Planning Out Crime in Northamptonshire' (Northamptonshire County Council, 2004)

Principles should include:

- Enhancing natural surveillance through the incorporation of active, continuous building frontages overlooking the street and provision of mixed uses, including residential to provide a '24 hour' community;
- Designing out opportunities for vandalism through the use of robust materials and again, good surveillance;
- Increasing visibility through the use of good street lighting;

High Quality Public Realm

- Carefully considering how new and existing vegetation and street trees may restrict visibility; and
- Improving perceptions of safety through the use of lighting measures and CCTV.

2.3.10 Detailed information on local issues should also be sought from local Crime Prevention Officers.

Designing for the future

2.3.11 It is important that improvements to the built environment are long lasting in their effects and can be suitably maintained. Whilst a new scheme may initially provide an important boost to the locality, its appearance can soon decline if the appropriate level of commitment is not given to its robustness and future management. Projects should therefore specify robust materials and items that, in accordance with relevant British Standards, can be maintained over a sustainable timescale and minimise the need for costly maintenance and management. If necessary, methods should be put in place to seek increased financial commitment to a more onerous maintenance regime, through the use of S106 contributions for example.

2.4 Principles of Good Public Realm Design for Kettering

From an analysis of what makes good streets and learning from best practice publications, the following key principles underscore all detailed design guidance

2.4.1 Streetscape Surfaces Visually Unify

Given the character of Kettering, a high quality Sandstone is a robust and adaptable material which should be used in most streetscapes within the town centre. Over time this will result in a reduction in a variety of street surfaces, and an increase in the unity of the public realm of the Town.

2.4.2 Street Furniture Reinforces District Identity

Street furniture will be selected which is appropriate to the context and identity of defined areas within Kettering Town Centre. Over time this will result in the emergence of distinctive, characterful districts, united by a continuous streetscape surface.

2.4.3 Signage and Wayfinding Encourage Movement

Signage and wayfinding maps will be located where they can encourage movement around Kettering Town Centre. They will be placed relative to levels of footfall, main movement routes and generators.

2.4.4 Consistent Detailing and Application

Reducing the range of surface materials will increase the consistency and skill with which stone surfaces and kerbs are detailed and constructed. Over time, experience will be shared, improving standards and ease of maintenance

2.4.5 Innovation and Technological Change

Streetscape furniture and lighting is continually being updated and improved as new standards are introduced; long term replacement of furniture needs to be planned on a district by district basis, to avoid an 'ad hoc' appearance to the public realm.

2.4.6 Reducing Clutter

Visual clutter will be reduced by removing superfluous, redundant equipment and signage, and placing new furniture only where it is absolutely necessary.

2.4.7 Inclusive Design

Only use materials and designs which do not hinder movement or exclude or impede any person from using the street.




2.4.8 Town Centre Palette: 'Core' & 'Edge'

Differences in streetscape treatment are defined by the use of two key zones ***'The Central Core'*** and ***'The Core Edge'***.These zones prescribe a suitable approach and quality of treatment to the street types within. This is intended to provide a locational approach identifying two specific areas that will apply different palettes of materials.

'The Central Core'

The central core is proposed as a high quality public realm treatment area to deliver the objectives of the Kettering vision.

High quality Sandstone would be the predominant material, an attractive, robust, adaptable and locally available natural stone that would provide a high status finish to the central core of the town centre.

Sandstone provides a surface finish for streets within the central core and is specified and designed in sizes and layouts to suite the forms, function, traffic movement and typology of the streetscape.

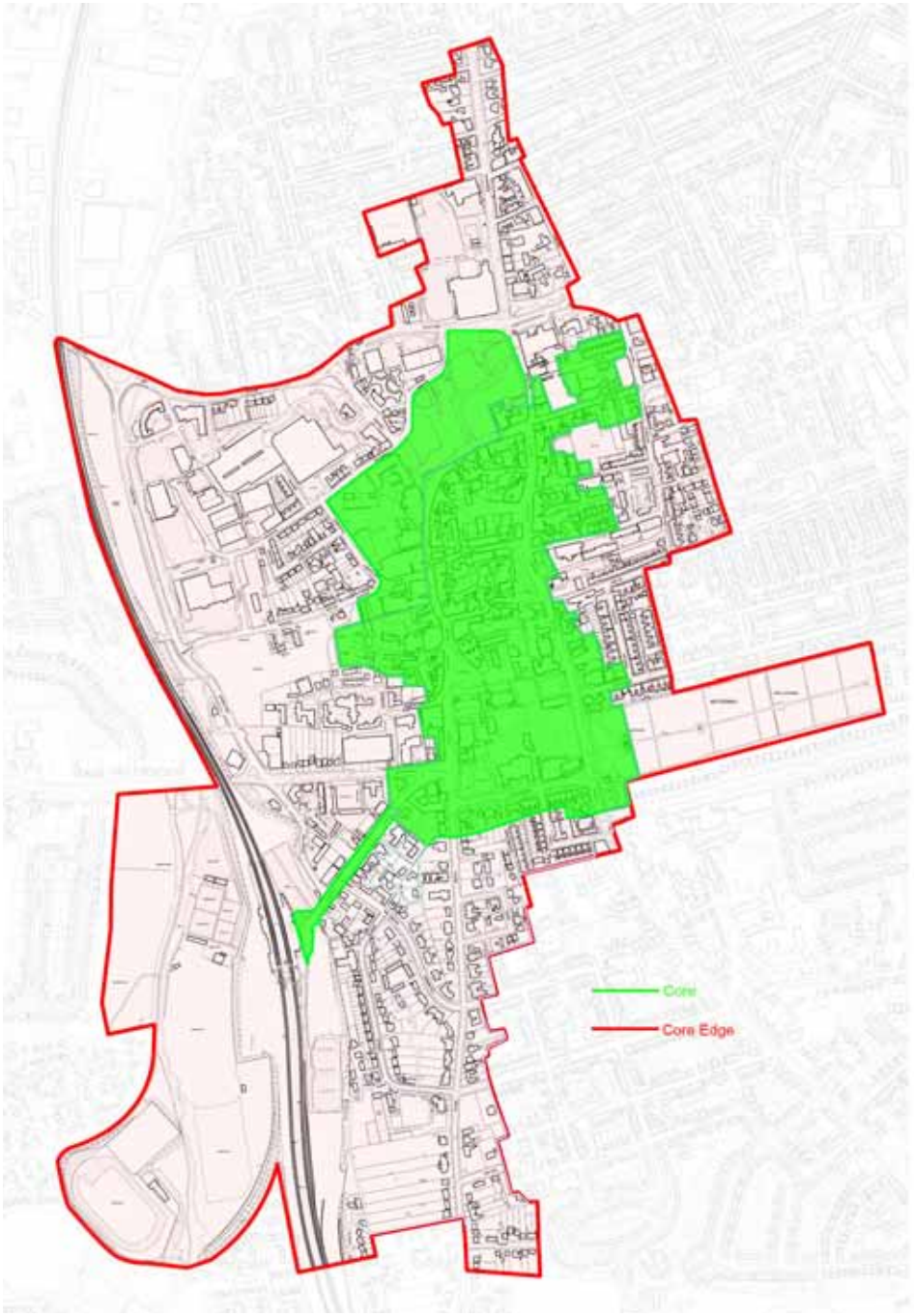
Key spaces within the town centre may have additional materials to reinforce their character such as granite used within the Market Place. Materials to illustrate this character have been included in the design guidance to ensure that the required bespoke approach to specific public spaces is compatible and coordinated with the general streetscape. However, proposals for these spaces should always be reviewed on a case by case basis and should respond to context, functions and the Conservation Area boundaries.

Detailed design guidance and typical specification are included within later sections of this document to illustrate the design standard and quality required for the central core including surfaces and a palette of vertical elements to illustrate the quality required.

Where budget constraints limit the use of Sandstone in the centre, the design guidance recommends one of three actions.

1. Paving to central core to be delayed until adequate funding is available to implement the materials within the specification overview.
2. Where possible, kerbs, channels, corner details and pavement works should be implemented in natural stone with existing carriageway surface made good until the full high quality scheme can be implemented.
3. In some areas, it may be possible to use a Sandstone aggregate topped concrete block for pedestrian pavements and footways in place of natural stone though these should be reviewed on a case by case basis alongside design proposals and town context to determine suitability.

CENTRAL CORE PALETTE	
Specification Overview	
Surface	Sandstone paved surfaces
Kerb	Granite Kerbs
Edge	Granite edge channel
Carriageway	Block paved/Tarmac chip
Furniture/ Lighting	High Quality/ Bespoke



'The Core Edge'

Although the design aspiration for the town core edge is still high and the need for quality materials still apparent it is recognised that in this area of the town it may be acceptable to use a standardised palette of materials comprising man made concrete paving products.

The alternative paving palette for the town core edge is still based on Sandstone to provide buff tones to visually tie in with the central core but it includes options of concrete blocks/ slabs with Sandstone aggregate or Sandstone topped concrete blocks.

Existing natural stone materials such as granite kerbs, edge channels and setts should be retained where possible and integrated into the redeveloped streetscape to strengthen historic connections and make use of high quality materials.

Conservation Area

In conservation areas or areas of special historical interest the natural Sandstone materials should be used or repaired/ reinstated where already in place as these should be preserved as an integral part of the streetscape. There maybe the case which means another material may be more appropriate, however, these sites should be reviewed on a case by case basis.

Wherever repairs or additional works are done within the Conservation Area boundary, the surfacing materials should be carefully selected.

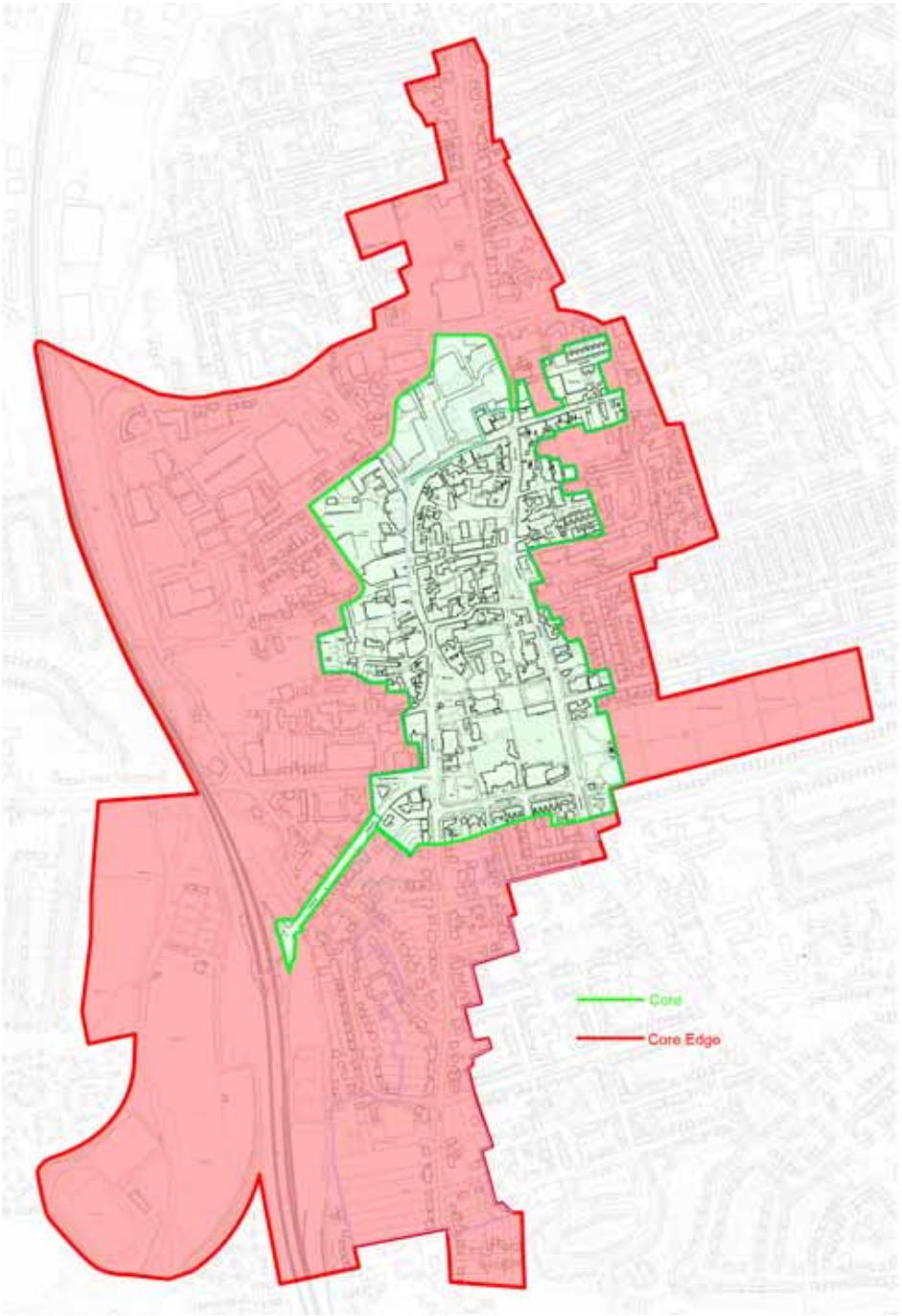
Where budget constraints limit the use of Sandstone aggregate concrete slab paving in the town 'core edge' , the design guidance recommends one of two actions.

1. Re-paving to core edge areas to be delayed until adequate funding is available to implement the materials identified in the Specification Overview.

2. Where possible, kerbs and channels, should be implemented accompanied by a temporary tarmac footway (following design guidance provided in section 4). Existing carriageway surface to be made good where required until adequate funding becomes available to implement the materials identified in the Specification Overview opposite.

CORE EDGE PALETTE

Specification Overview	
Surface	Concrete Sandstone aggregate surface
Kerb	Granite kerb
Edge	Granite edge channel
Carriageway	Tarmac with chips
Furniture/ Lighting	Medium/High Quality



2.5 Town Centre Street and Space Typology

2.5.1 Street Typology

This section summarises how streetscape materials can be used in four typical types of street in Kettering Town Centre. The hierarchy of streets broadly follow the recently published Manual for Streets commissioned by the Department for Transport.

The following pages illustrate through diagrams and guidance how these typical streets can be organised, and how streetscape materials can be used. They do not equate to actual streets and are not to scale. All materials indicated are from the Specification Overviews identified previously.

Principal Street

Today the former main roads through the town centre house the most important public uses and shops, and are defined as Principal Streets. They are usually busy, with frequent pedestrian movement, and lined with active building frontages i.e. where the activity and life within a building is visible through windows and doors onto the street. Some Principal Streets are completely pedestrianised.

Avenue/ Boulevard

They are often the main traffic routes, diverting traffic and public transport around the centre. These streets are wide, often lacking in defined edges. They should not be designed as motor ways but as grand boulevards emphasising the arrival to key destinations.

Local Street

These streets give access to the quarters of the town and make up the majority of the network. Depending on their location they range from quite busy with medium levels of pedestrian movement with less high profile shops to quieter routes in the Core Edge Zones. They often include on-street parking.

Side Street

These are tertiary routes with less traffic and pedestrian movement along them than other streets in the hierarchy. They are often much smaller in scale and more intimate with a high level of enclosure from buildings close to their edges.


Principal Street


Local Street


Avenue/Boulevard


Side Street

2.5.2 Principal Street Requirements

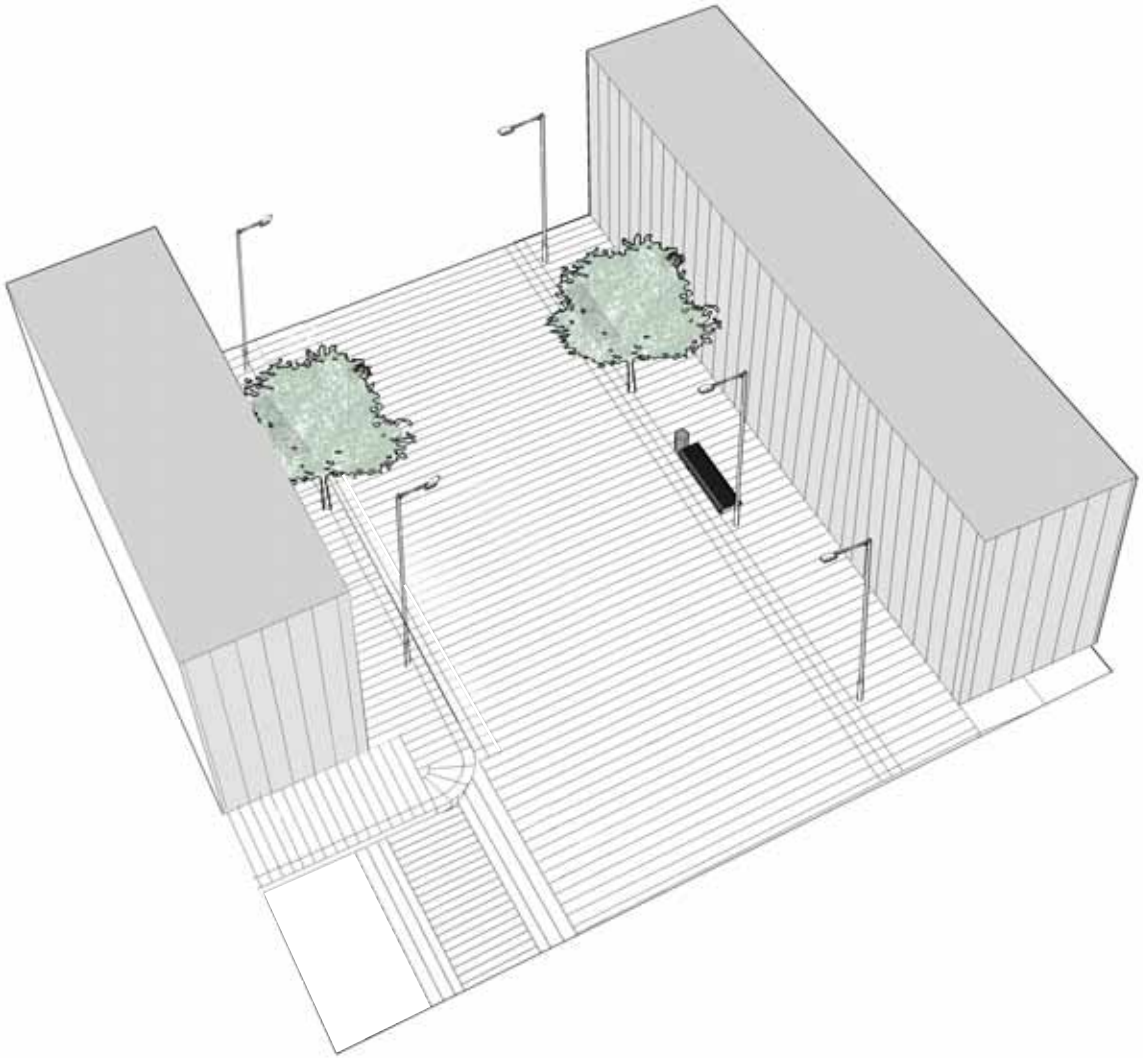
Streetscape Surfaces

- Use small corner radii to assist pedestrian crossing
- Align crossing with pedestrian desire lines
- When pedestrianised lay shared surface with Sandstone setts and flush, embedded granite sett channel.
- Lay footway with Sandstone slabs across the footway
- Fan slab pattern at corners.

Street Furniture

- Ensure there is a minimum 2000 mm obstacle clear path on footway and that building frontages are kept clear.
- Obtain wayleaves where possible in order to wall mount lighting, CCTV cameras and signs.
- Group elements together and site furniture in a clear channel, to avoid restricting pedestrian flow.
- Bollards eg.hydraulic bollards can be used to prevent vehicular access where appropriate.
- Use planting only where it makes a positive contribution to the townscape and where it does not impede adequate levels of lighting or CCTV operation.

Kettering Principal Street Examples
High Street
Lower Street
Gold Street



Existing Kettering

Exemplars

2.5.3 Local Street Requirements

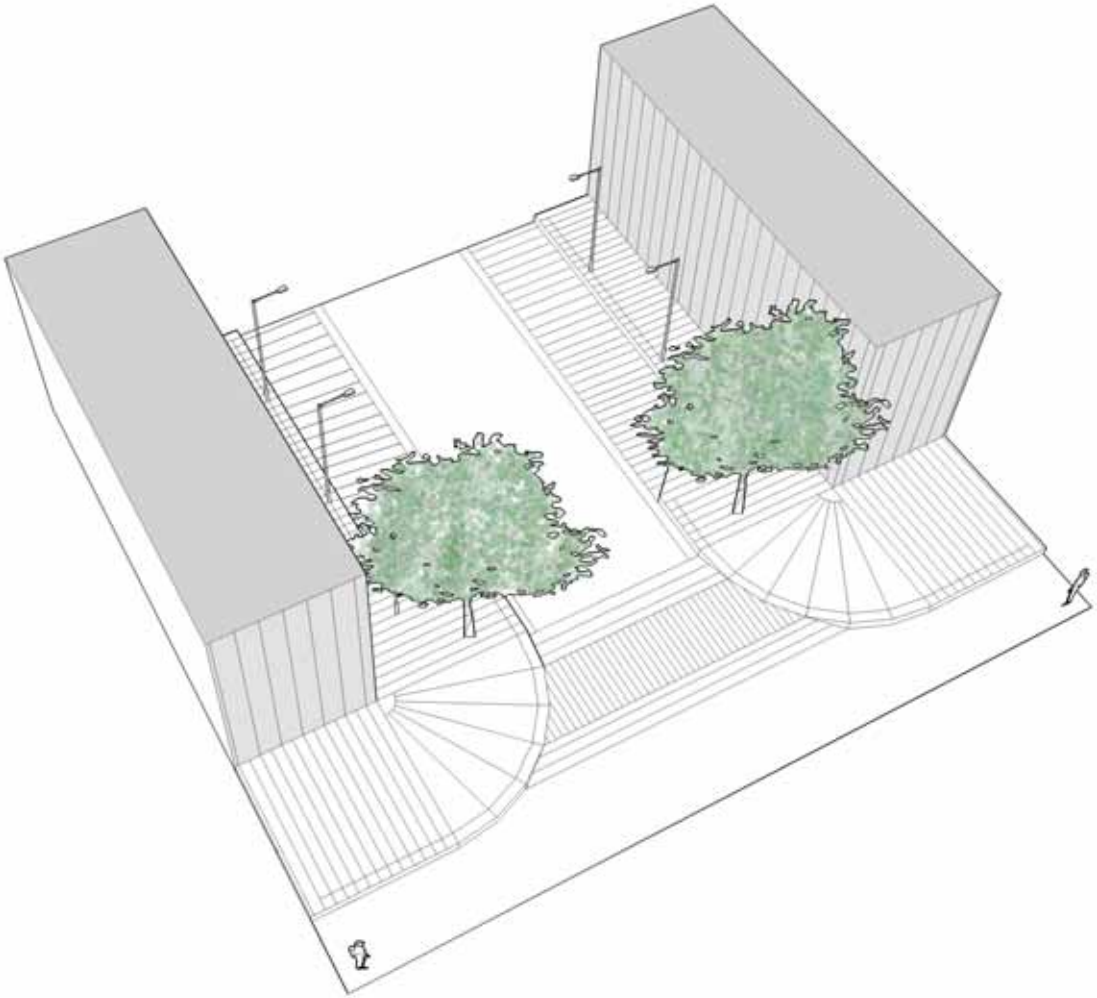
Streetscape Surfaces

- Maintain relationship between building and street by using granite kerbs and channels
- Fan slab pattern at corners
- Construct build-outs on parking dominated side streets
- Raised crossing tables to be laid with footway setts/ or Sandstone aggregate
- Parking bays in similar colour tone to carriageway
- Lay Sandstone slabs across the footway
- Tactile paving design

Street Furniture

- Do not include any furniture on footpaths less than 2000 mm wide
- Wall recess post/service boxes where possible
- Avoid siting tall structures on footpaths, where avoidable place 450 mm from kerb ensuring adequate clearance on footway
- Position street structures such as cycle hoops out of desire lines, but visible to drivers to influence their behaviour to reduce speeds

Kettering Local Street Examples
Meadow Road
Station Road



Existing Kettering

Exemplars

2.5.4 Avenue/ Boulevard Requirements

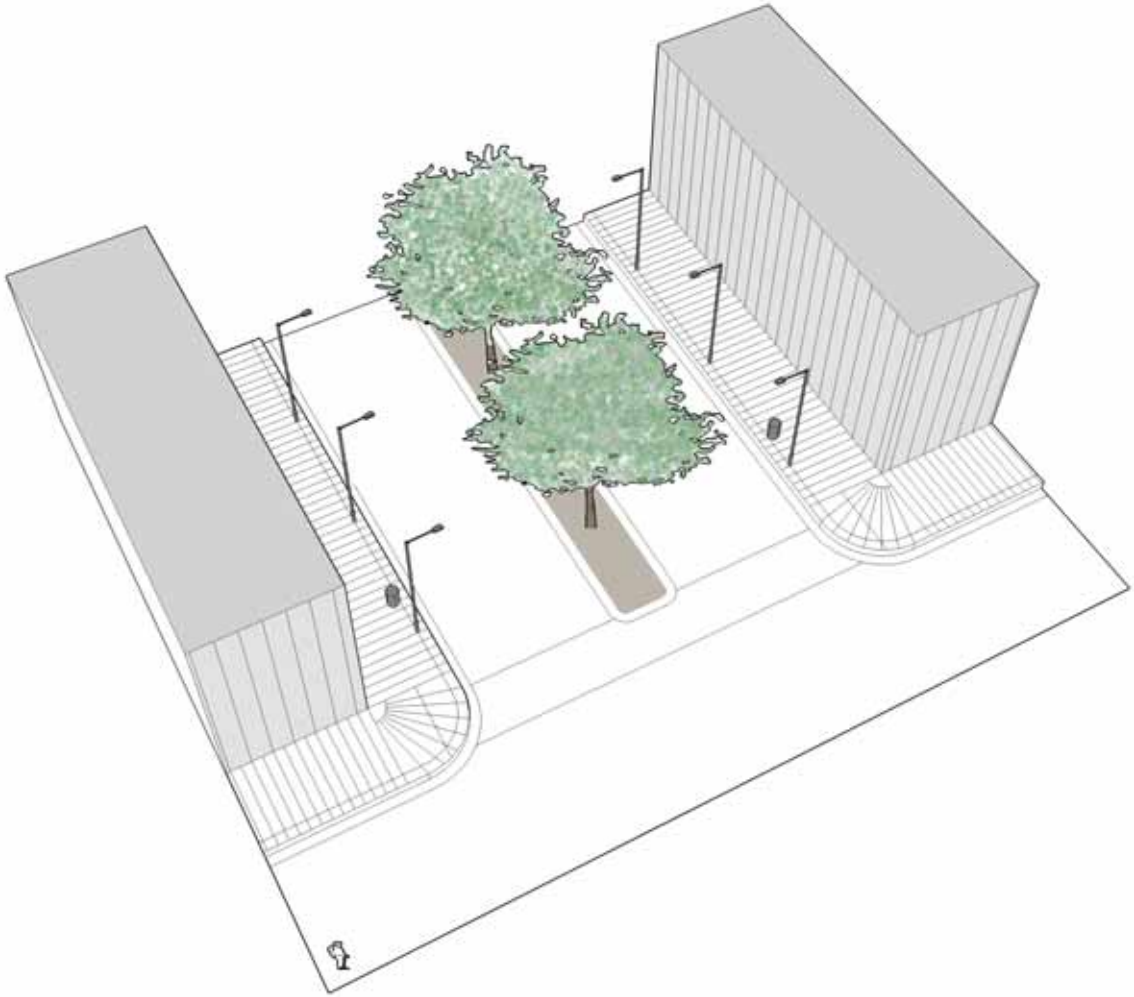
Streetscape Surfaces

- Maximise footway width
- Use central reservation for tree planting where desirable and feasible and cycle parking where the width is greater than 3000 mm
- Carriageway laid with tarmac chip
- Lay Sandstone/ Sandstone aggregate paving across footway
- Fan Patterns at corners
- Tactile paving design
- Straight crossing in same material as carriageway

Street Furniture

- Lighting columns supporting signs/equipment and additional lower lantern for footways where possible
- Consult with service providers to find new ways of integrating structures such as bus shelters, telephone boxes, toilets etc. in order to minimise clutter and improve function
- Use minimum size and number of signs. Seek approval to install pedestrian level hoop mounted units where possible.

Kettering Avenue/ Boulevard Examples
Northampton Road
London Road
Bowling Green Road



Existing Kettering

Exemplars

2.5.6 Side Street Requirements

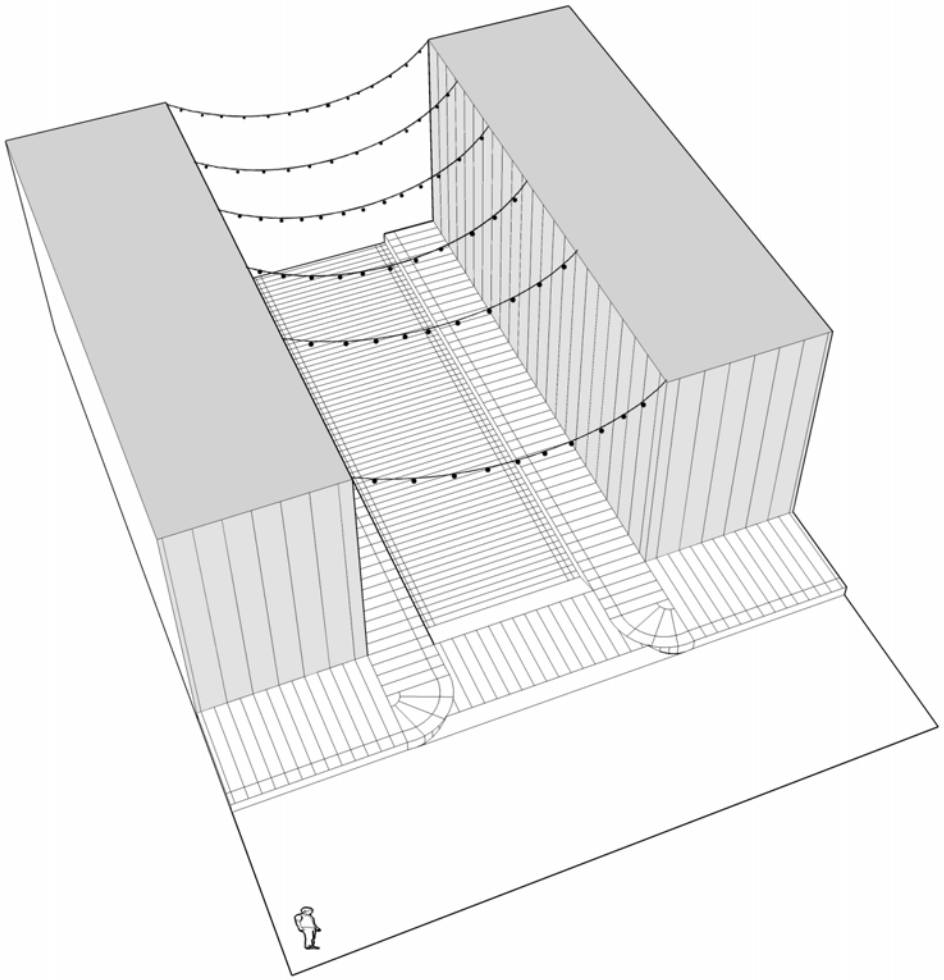
Streetscape Surfaces

- The main street should be prioritised at the entrance junction to assist crossing the side street and public realm legibility.
- Raised crossing tables at entrance to side streets prioritise pedestrian crossing and movement.
- Vehicle route to be considered block paved to enhance historic quality, if block paved, consider half height or flush wide kerbs.
- Existing kerbs and sett paving should be considered for retention where possible.

Street Furniture

- Generally these streets are quite narrow so seating should only be considered in paved areas wider than 2000mm
- Lighting is to be considered wall mounted or catenary where streets are narrow to maintain clear movement.
- Drop bollards could be considered in Yard areas or pedestrian priority side streets, dependant on servicing and access
- Art feature and historic lighting is to be considered to develop and enhance this type of street and its function.

Kettering Side Street Examples
Soans Yard
George Street



Existing Kettering

Exemplars

2.6 Wayfinding

2.6.1 Good wayfinding is essential, especially in connecting key destinations within town, the 8 AAP Town Quarters and enhancing the use of the town's open spaces.

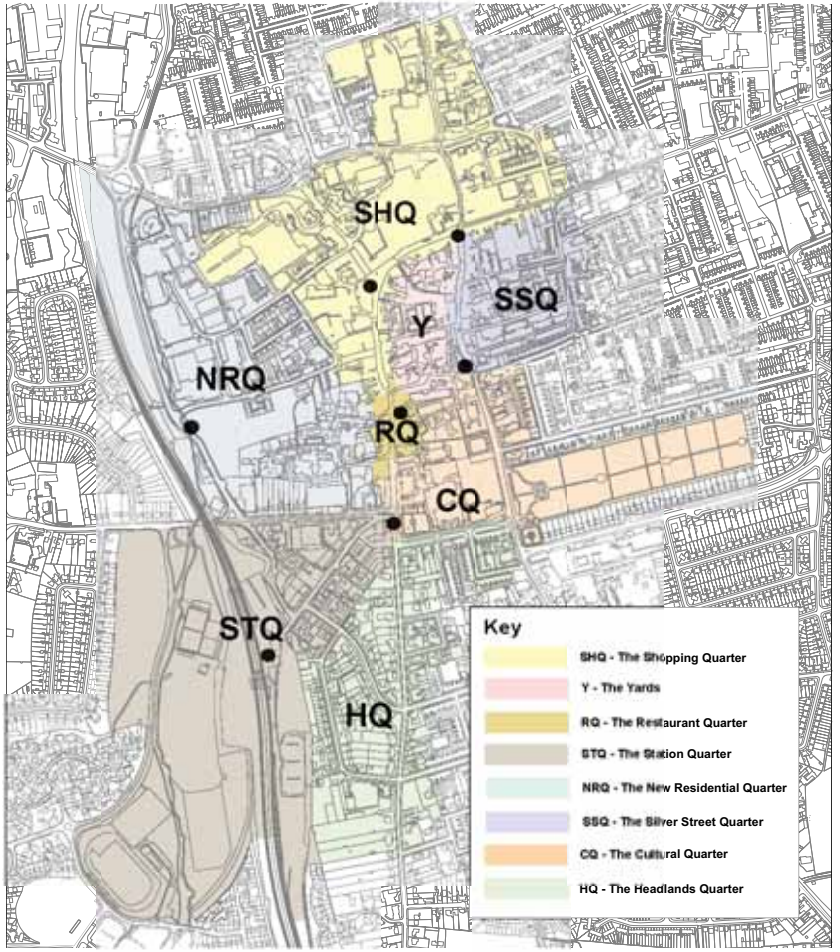
2.6.2 Wayfinding should be reflected in all aspects of public realm design and should be considered in all design proposals that come forward. Within the public realm, public art, street furniture and lighting are key indicators in leading pedestrians around the town whilst the provision and respect for key landmark buildings and reinforcing the identity of the town is also important in aiding navigation.

2.6.3 'Wayfinding' is a series of interlinked decisions. Each decision affects the outcome of the next, so it is important that the right information is provided in the right place. It is important to understand who requires the information and to what level they require it. It is also essential to understand movement patterns within the town, where the destinations are and what barriers currently exist which might be preventing the ability to way-find. In the provision of a wayfinding strategy it is therefore essential to consider 'putting yourself in the shoes' of a first-time visitor to the town, and to consider a variety of scenarios relating to different types of visitors and journeys around the town.

2.6.4 When undertaking any public realm enhancements or developing any sites within the town it is important to consider how they can contribute to facilitating wayfinding.

The strategy should be:

- Ensure that wayfinding is a key consideration when specifying public art, street furniture and street lighting proposals for the town.
- Link wayfinding with enhancing the character and sense of place for the various quarters of the town, creating a series of streets and spaces with a strong identity that is easy to recognise.
- Enhancing existing landmark buildings and creating new ones at key locations.
- Use fingerposts and maps sparingly, focussing finger posts predominantly at nodal points and maps at key arrival points setting out elements to include:
  - -Key landmarks and buildings
  - -Main streets and spaces
  - -8 Urban Quarters
- Use of different colour palettes within signage to convey differences in town quarters



Key Signage Nodal Points

Types of Signage and Wayfinding

Fingerposts

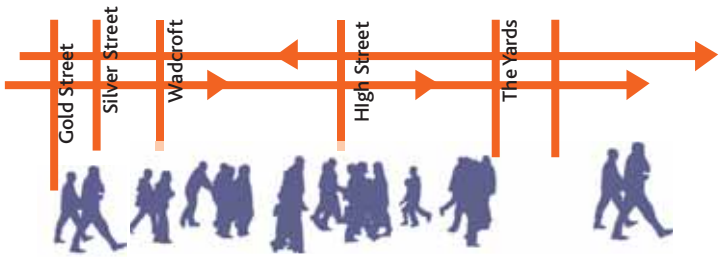
Monolith

Orientational + Interpretation

Connecting the destinations

2.6.5 There are a number of key destinations and spaces around Kettering town centre that need to be connected by an easy to understand hierarchy of routes including, the main 'retail ladder' (see diagram below), together with a series of secondary routes running through the 'Yards' area and out to the 'Western Quarter' and 'Station Quarter'. These routes need to show continuity in their approach to public realm detailing as well as being supplemented by fingerpost signage if necessary.

2.6.6 There is also a 'recreational' route along the Slade Brook to be enhanced through proposals within the AAP. This would connect the Station and New Residential Quarters as well as maximising the wildlife potential of this riverside area. This creates the opportunity for walking a wider circuit around the town centre, with regular connections in. Due to its close proximity to both existing and proposed residential communities, this walk offers the opportunity for 'friends of' groups or school children to get involved with both the management of the space adjacent to Slade Brook as well as its potential for the incorporation of community-led art works.



Enhancing continuity

2.6.7 The more that different parts of a town appear to join together, the easier it will be for pedestrians to orientate themselves. This can be achieved in a number of ways, including:

- Limiting the palette of surface paving, street furniture and lighting, to indicate a clear route between key destinations.
- The use of a hierarchy of materials can also reinforce the identity of the area, to enhance distinctiveness and sense of arrival.
- The use of avenues of street trees. In particular there is the opportunity to reinforce the avenue between the railway station and the High Street, via Station Road and Sheep Street. This route already contains a number of mature trees, which should be managed and supplemented with additional specimens.

Using connectors

2.6.8 Even with devices to aid the continuity between key and secondary spaces, there is sometimes a need to provide more definite connections. This can also be achieved in a variety of ways without the need for signposting, such as:

• Subtle changes in floorscape materials

• The use of features within the paving, such as engraved/ inset motifs or LED lights

Enhancing landmarks

2.6.9 The importance to wayfinding of the 'key landmarks' listed below within the town should be recognised. The night-time benefits of such landmarks can be acknowledged and used through the use of architectural lighting. In particular, the following buildings are suggested as worthy of architectural lighting:

Key Landmark Examples	
1.	Alfred East Art Gallery, Sheep Street
2.	Church of St. Peter and St. Paul, Market Place
3.	Corn Exchange, Market Place
4.	London Road United Reform Church London Road
5.	Royal Hotel Market Place
6.	Old Sun Hotel Sheep Street
7.	Staples Building, Green Lane
8.	Bingo Hall, High Street
9.	Kettering Borough Council Bowling Green Road
10.	Toller Meeting Rooms, Meeting Lane
11.	Toller Church, Gold Street
12.	Carey House, Lower Street
13.	Fuller Baptist Church, Gold Street
14.	Burtons Buildings, 38-46 High Street
15.	BT Exchange Trafalgar Road

1 2 3 4 5 6 7

Kettering Landmarks that assist wayfinding and orientation

2.6.10 The following buildings are already lit. This should be continued and enhanced to aid wayfinding legibility and orientation after dark:

- Church of St Peter and St Paul
- London Road United Reformed Church
- Xtra bar, Horsemarket

Using maps

In some locations, such as the Rail Station or Market Place for example, where visitors are likely to start their journey or converge, it is important to provide information which helps them to orientate themselves within the town as a whole and to give an indication of where the key destinations are to be found. In these cases, it will be necessary to provide clear map-based information which can be supplemented with directional arrows and historic interpretation.

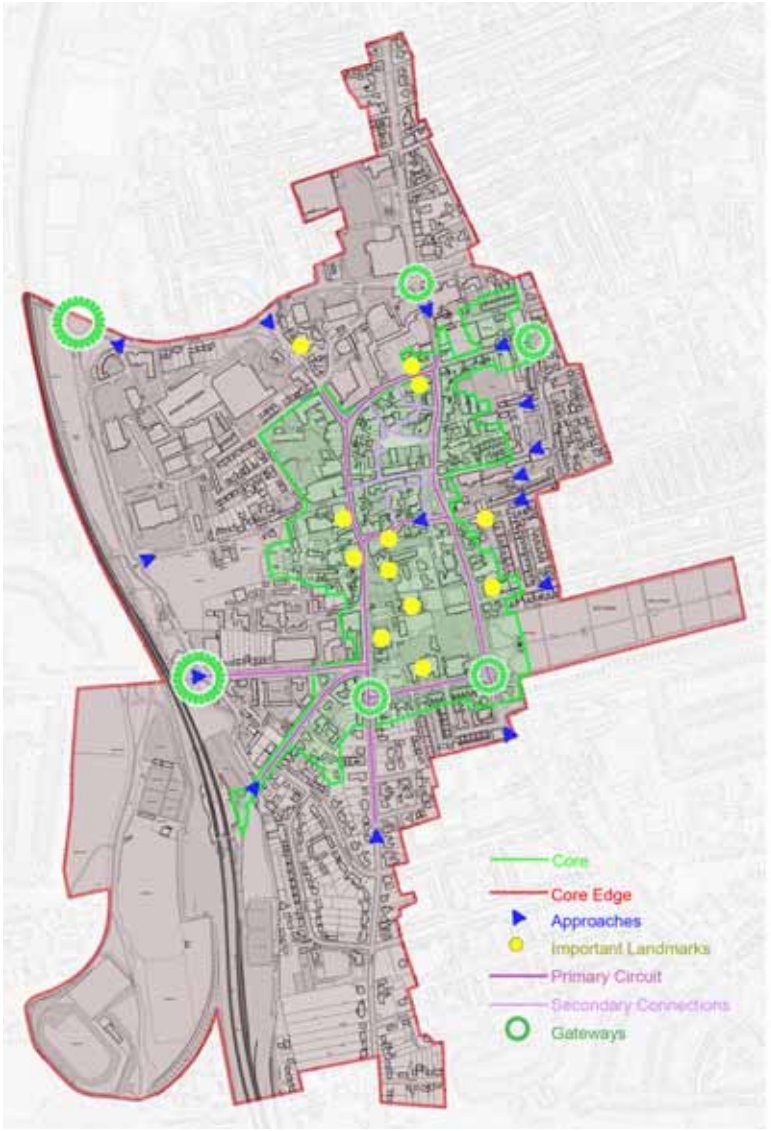
'Heads up' monolith panels are important to show the streets orientated to the direction in which the walker is moving, rather than north-south. Each panel is therefore designed individually according to its location within the town. The maps will generally cover an area that can be walked in 10 minutes. These have the advantage of being more readily understood by the majority of the population who do not have specialist orienteering skills. Each panel is double sided, with the same type of information repeated on each face, but orientated towards the direction in which the walker is looking.

By incorporating arrows to key destinations in the locality the monolith panels also negate the need to have both a map and a fingerpost, thus reducing clutter.

Using signage

By using a variety of wayfinding methods, the use of fingerposts should be minimised, thereby reducing unnecessary clutter within the street. However, fingerpost signs still play an important function at key points of arrival and nodes.

It is important, however, not to over-supply information and to keep signage to locations that are most relevant and frequently used. All fingerpost signs should be of the same design and should complement the wider suite of street furniture. Fingerposts for Kettering should be a simple contemporary robust design, suitable for an urban setting and complementing the design of the map panels. Each post would have no more than three fingers, ensuring a clear, simple approach.



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2.7 Public Art

2.7.1 This section, based on Kettering Borough Councils Public Art Policy, sets out a proposed approach to the development and implementation of a public art strategy for the town centre. It forms an integral part of the Public Realm Strategy, especially relating strongly to Section 2.6 Wayfinding, determining how public art can be used most effectively to improve and enrich the urban environment.

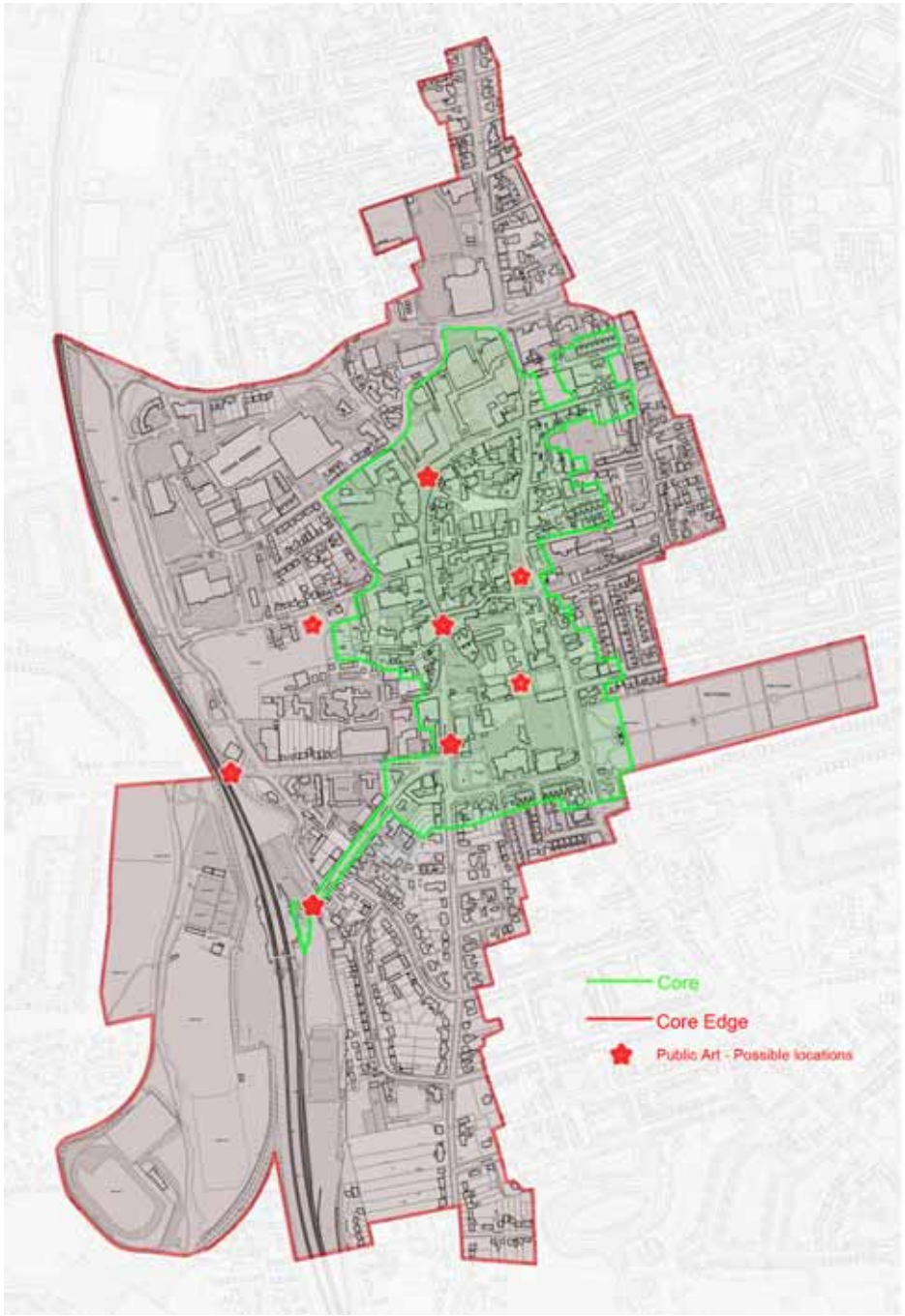
2.7.2 It has already been acknowledged that the artworks may take a number of forms. The structure of the town, however, gives rise to key locations and spaces which would undoubtedly be enriched by public art of some form.These are shown in the adjoining diagram. The desired locations denote key nodal points within the town and they correspond directly with the Kettering Town Centre Wayfinding Strategy. The public art in these locations will be used to enhance the experience of these spaces and contribute to the users' experience and memory of the place. In addition to individual artworks, the diagram also indicates the parts of the town where forms of public art could aid cohesion and wayfinding. In these cases, the public art may be found as a single stand alone piece or as part of a co-ordinated approach to lighting, paving, street furniture etc.

2.7.3 It is essential that art work within the public realm is freely accessible to the public. A balance of integrated art and focal pieces is required, with a cohesive, unified approach taken to avoid 'over cluttering' the town with art.

2.7.4 The Council needs to take an active lead in identifying the public art opportunities that are likely to occur over the next decade. Where opportunities are identified , the Council should set an example of good practice in public art commissioning in its own capital projects as well as working closely with developers in taking forward private sector projects. Where possible, developers should be encouraged to commission works which are visible and accessible to the general public.

2.7.5 The experience of other local authorities indicates that a workable public art strategy can be put into place only if a prior degree of consensus is established in the Council between officers and members. Such a consensus is often best initially achieved through advocacy or awareness-raising seminars for key elected members and staff. These seminars help to examine and establish how public art can contribute to the aims and objectives of the Local Authority in delivering its services.

Public art exemplars



2.7.6 The implementation of public art projects throughout the town centre should be underpinned by the following strategy to support its implementation:

- Public art in Kettering should be site specific and respond directly to the context of the area. Consideration should be made to:

  - The scale, massing and materials used
  - Accessibility, health and safety; ensuring the artwork is not a hazard
  - Robustness; ensuring the effects of rain, frost, pollution and vandalism are minimised
  - The need to budget for maintenance and repair
  - The potential impact on the setting of listed buildings or the character of a conservation area

- The involvement of the community will be part of the process of any commission, from the development of the brief onwards

- Joint working across a number of different disciplines will be vital to facilitate in the implementation of each artwork project and to develop a shared understanding of a wide set of agendas.

- Artists should be integrated into the decision-making process as well as the project management and delivery of artworks.

- Interpretation methods should be employed that encourage an understanding and appreciation of the works.

  Maintenance issues should be considered at the design stage and plans for the maintenance of art works discussed and agreed in advance.

-

- S106 funding should be used to achieve the delivery of public art.

Public art features - Contemporary & Historic

Public art integrated with streetscape furniture

2.8 Lighting

2.8.1 With the proposed growth of Kettering and the related leisure, retail and residential developments within the town centre, there will be a need for a new approach to street lighting to accommodate the higher density traffic and footfall.

A well lit urban space will encourage night-time use of the space, thereby enhancing the commerce of the area as well as enhancing security. Urban lighting is not just about vehicular traffic and street columns. The safety and well-being of pedestrians and cyclists is equally important as well as the commercial needs of retailers, restaurants and other businesses that operate in the evening.

The County Council as Highway Authority is developing a Lighting Strategy that will detail the future requirements for any street lights that are expected to adopted by the County Council, including the requirement to meet the Street Lighting Private Finance Initiative (PFI) requirements. This section therefore gives lighting guidance and establishes key principles of urban lighting that may be considered as part of an integrated approach to streetscape design and improvements within the town centre.

2.8.2 Good lighting is not only dependent on adhering to Codes of Practice with the reliance on quantifiable metrics such as illuminance and glare, but also qualitative aspects such as scale, colour and contrast. Lighting in Kettering Town Centre should be based on the following **key principles:**

- Identification of town functions

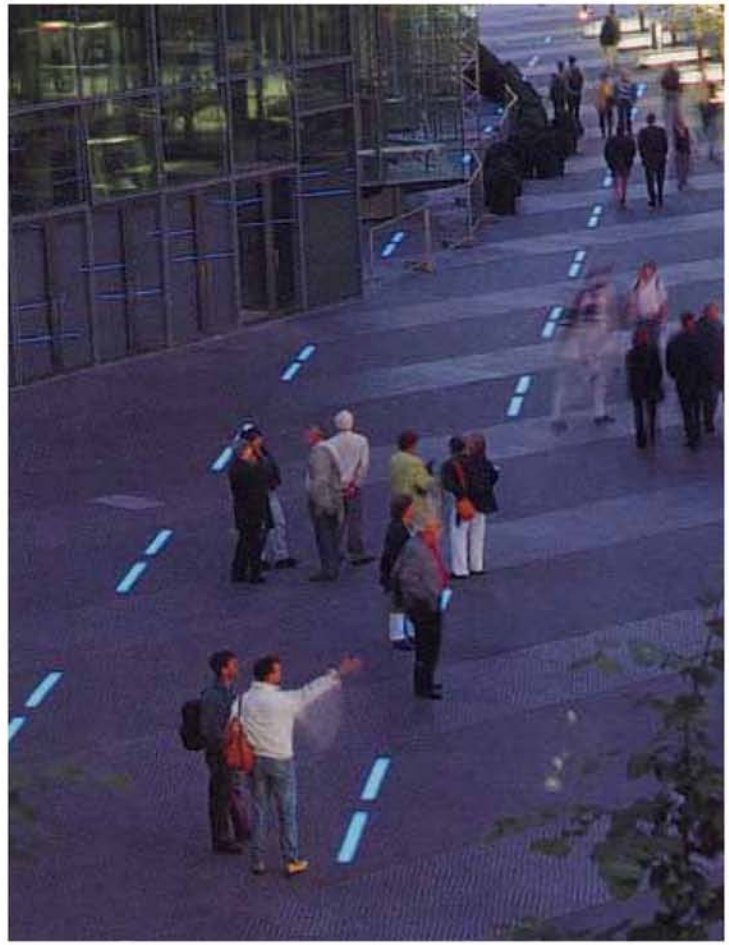
There should be a clear visual separation between pedestrian areas, commerce and through-routes. This should be done in part by using white light sources in the pedestrian and commercial centres and **alternative light for the traffic routes.** In addition, the equipment used should tend to be more functional and mounted higher on the traffic routes, whilst a more pedestrian-scale and softer approach should be adopted elsewhere.

- Safety & Security

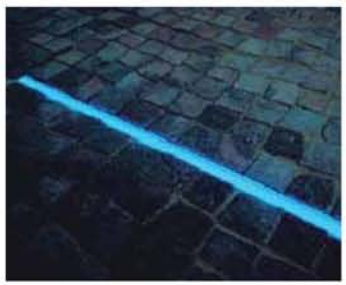
The lighting should encourage night-time use of the town centre and make it feel "a safe place to be". The lighting should be designed to assist with maintaining a secure environment. Lighting should facilitate and not hinder the CCTV. Care should be taken to avoid overlighting an area, thus making an adjacent one seem darker and more threatening than necessary. The ability to recognise people at a distance, is crucial.

- Wayfinding

Each area should be lit in such a way that it retains its own identity whilst providing a co-ordinated approach to the whole town. Having recognisable landmarks helps wayfinding for both residents and visitors. The readability of the town after dark is dependent on the relationship between the town limits, landmarks, various quarters, traffic and pedestrian routes etc being easily understood. Properly designed and co-ordinated lighting helps residents and visitors have a "mental map" of the town.



Lighting Exemplars



- Accessibility for all

Appropriate lighting should aid all those with visual, physical or other disabilities. This includes the avoidance of too much contrast or glare. Shiny surfaces can also cause confusion and misreading of the topography. This often relates to the building materials used and architectural design, so the lighting designer should be involved at an early stage of the project.

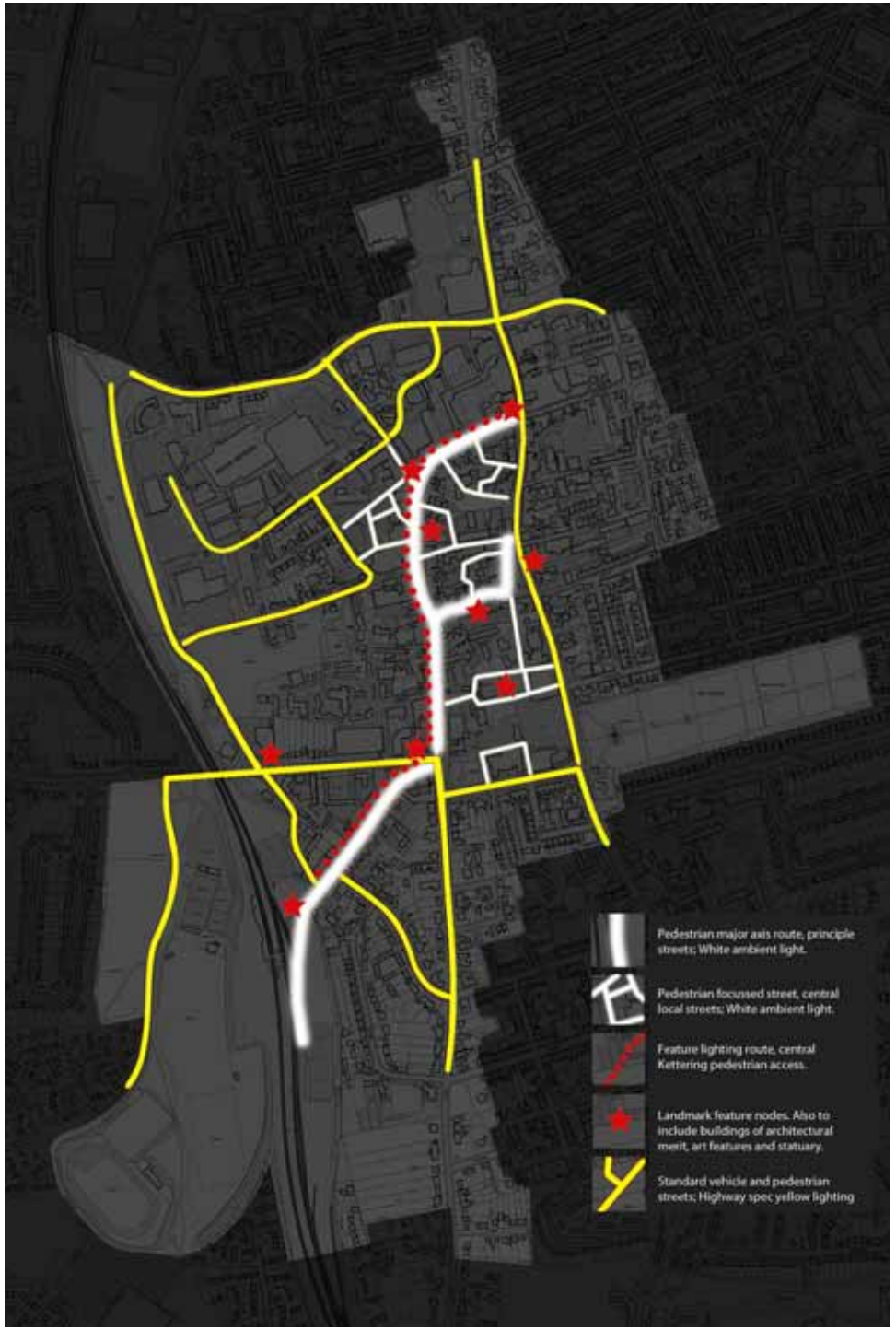
- Relative grading of light levels

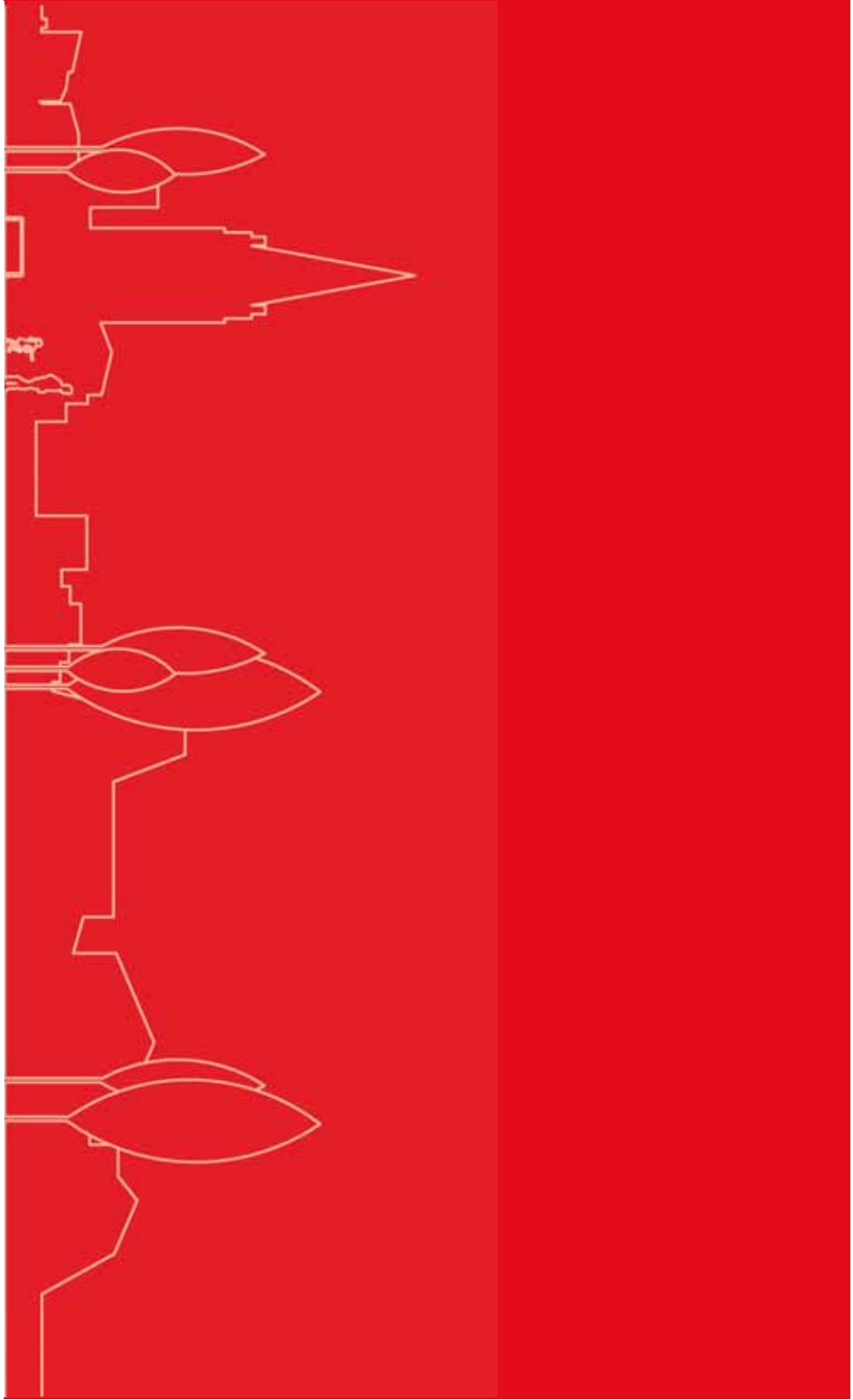
The illumination levels should be graded according to the character of the district. For example, people expect a city centre to be brighter than residential areas. Conversely, Slade Brook and the borders of the town with the countryside are understood to be intrinsically "darker".

- Colour rendering

Colour rendering is the ability of the lamp to portray the correct colour of an illuminated object accurately. It is important for recognition of people and objects and, as such, it is an aid to security and safety. Another benefit is that it enables the natural quality of architectural materials and landscape to be seen clearly.

Lighting Exemplars





The Treatment of Spaces 3

3.1 Introduction

3.1.1 Concept designs are provided for three of the four key spaces within the town centre. Market Place has recently been completed and forms a benchmark for the implementation of public realm proposals in other parts of the town centre. Proposals are based on how alterations to vehicular movement and the introduction of structural elements such as seating, planting and level changes can enhance key spaces as and when funding becomes available. The three key primary urban public spaces include;

Urban Public Spaces
Bakehouse Hill Square
Horsemarket
Station Plaza

Market Place - Recently Completed

Aerial Photo of Kettering Streets

3.2 Function of Key Town Spaces

3.2.1 The approach to each space should seek to create a strong identity for the area, enhancing its existing characteristics and introducing new features as appropriate. The spaces should all be seen as places where people will wish to meet, sit and participate in events. They also play a key role in wayfinding and navigation around the town, contributing to its overall structure.

Market Place

The Market Place provides a cultural centre at the heart of Kettering within the restaurant quarter, connecting the civic areas of the town with the High Street. The space allows for civic gatherings, community social interaction and a space for outdoor activities.

Bakehouse Hill Square

Bakehouse Hill Square; creates a public urban space that punctuates the top of the main High Street acting as a counterbalance to the Market Place at the lower end of the High Street. The space has the opportunity to support the retail function of the town centre, provide a setting for the future Wadcroft retail development and enhance the shopping experience that Kettering offers.

Horsemarket

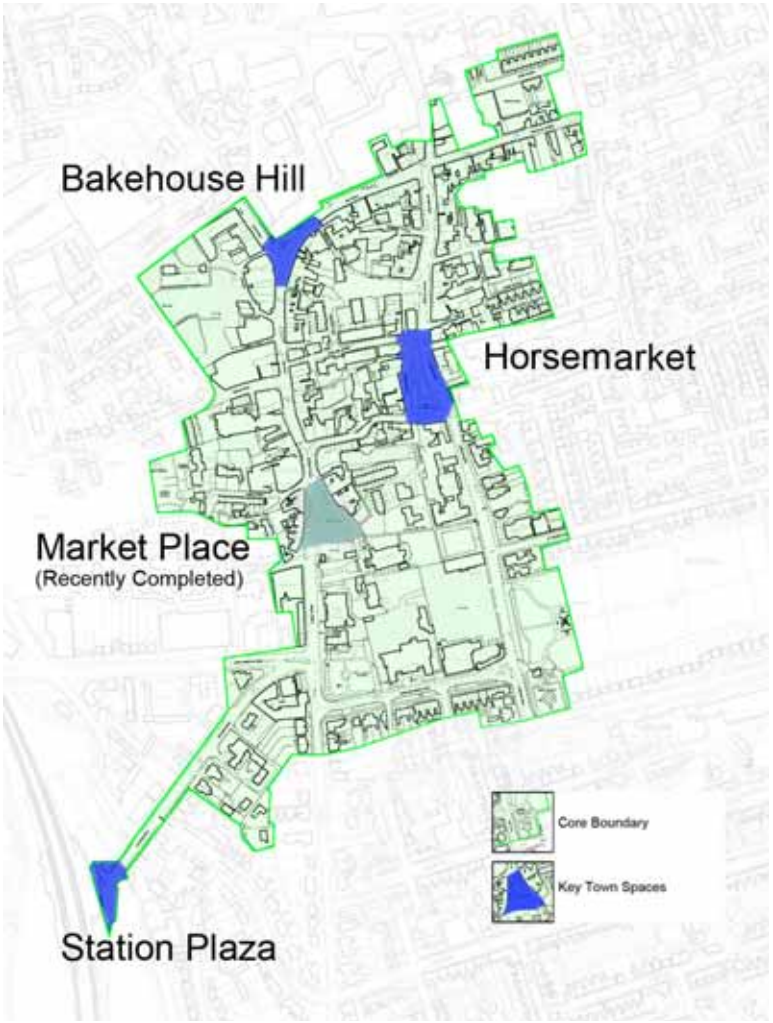
An improved pedestrian environment for shoppers and businesses, there will also be an improved bus service with greater coverage of the town and more direct and frequent services. Parking provision will be improved including disabled bays and an evening only taxi rank.

Station Plaza

The Station Plaza provides an important gateway space for visitors arriving in Kettering and for those undertaking a journey to and from the town. The space and its associated pedestrian and bus/ transport route up Station Road to the Town Centre is important as it provides a key linkage but also provides a first and lasting impression for people arriving by train.

3.2.2 Materials within the areas should be selected according to context, although we have set out the base material palette that should be applied to each space. Additional materials, however could be used that enrich the space further and contribute to their character. The connection and interface between streets and materials used in contemporary spaces needs to be addressed as part of the design of the spaces to ensure a cohesive integration of materials throughout the public realm.

3.2.3 The final solution for each space will require a detailed design led by landscape architects, urban designers and transport consultants. Community involvement in this process will be essential and the following concept proposals should only be seen as illustrating the principles in one particular way.



3.3 Market Place
Issues and Opportunities

3.3.1 The Market Place was redesigned to act as a catalyst for the Restauarant Quarter and further public realm enhancements throughout the town. It is the town's largest urban space, yet it has suffered from a reduction in pedestrian footfall over the years, associated with the construction of the Newlands Centre to the north, and the subsequent relocation of the weekly market and bus station to this area of town also. The space hosted occasional events, but these were limited by its significant change in levels, as it sloped down from its south-east corner, to both the north and west.

3.3.2 Previous to the scheme that has been recently implemented, the Market Place generally lacked visual interest, appearing empty and windswept given that few events were taking place there. This was further exacerbated by the lack of active frontages along its southern and south-eastern edges. Building uses within this area are generally mixed, including several pubs and restaurants and a small number of shops and offices. Shop fronts are of mixed quality and in some instances are detracting significantly from what are otherwise attractive historic buildings.

3.3.3 The space benefits from its proximity to the attractive buildings of the 'Restaurant Quarter' and others in the vicinity including the church of SS Peter and Paul, and the Museum, Art Gallery and Library, as well as the Piccadilly Building shops on Sheep Street. This also provides a green backdrop to the south, with numerous mature trees. Pedestrian connections are limited however, but improvements have been made to integrate the Market Place more fully with this area.
Key successes of the Market Place have been:

- A much more vital and well used public space
- The use of high quality materials and lighting
- A bespoke water feature and canopy
- Seating conducive to social interaction and people watching.
- The creation of a multi- functional space

3.3.4 This additional development will enclose the space and increase pedestrian footfall. It will also reinstate the historic structure of the Market Place, which historically had buildings within this area, including a hotel, bakery and YMCA.

Existing Market Place

Design Rules

3.3.5 Although the Market Place has been implemented it followed a number of key principles which allowed it to become a quality urban space within the town and set a precedent for other town spaces.

The main objective for the redesign of the Market Place was to make it more conducive to pedestrian usage, through a combination of informal seating, outdoor cafe spaces, organised events and markets.

Key design principles that have guided the design of the space:

• Provision of a flat central area that is suitable for a wide variety of activities such as specialist markets, an ice rink and outdoor performances.
• By levelling the central area, the changes in levels have necessitated the inclusion of a number of steps in the south-east corner. These were designed as a feature in their own right, accommodating informal seating and providing formal structure and enclosure to the space creating a small amphitheatre.
• Street trees have been introduced to continue the visual link with Sheep Street and strengthen the leafy character of the area. They also offer a degree of enclosure, reducing the 'windswept' feel to the space and visually integrating the proposed buildings to the south. Trees have been carefully located so as not to create too much over-shadowing or blocking of views through.
• The vehicular carriageway has been narrowed by removing the taxi rank and opportunities for illegal parking. This will have the advantages of widening the footways, especially along the eastern side of Sheep Street, and reducing vehicle speeds. Car parking should still be accommodated, in bays, at some point along the street although this should be prioritised for disabled use.
• Pedestrian priority is given across the central space, with a uniform granite surfacing used across the carriageway. This has been carefully detailed to preclude the need for visual and physical clutter, such as street markings and bollards. Beyond this, in the areas that connect to Sheep Street and Market Street, block paving and pigmented tarmac chip surface signify shared use with pedestrians.
• The entire length of Market Street, Sheep Street and the Market Place should be made a pedestrian priority area with limited private car use for servicing.

Both implemented and additional proposals plan for Market Place






3.4 Bakehouse Hill Square Issues and Opportunities

3.4.1 The space at the junction of High Street, Gold Street and Lower Street currently includes seating and a large clock. The space known as Bakehouse Hill Square provides an opportunity for creating a public space within the heart of Kettering's retail district at the top of the High Street. This space creates a dumbell to balance the public space at Market Place to assist in creating a network of spaces for the town. The weekly market is located on the southern side of the space, stretching down the High Street. Whilst vehicular access is limited, this is not enforced, meaning that there is conflict between pedestrians and vehicles. As a result, the space is not conducive to relaxed wandering and sitting. This is reinforced by the design of the surface materials to form carriageways.

3.4.2 Buildings surrounding the space are currently only two to three storeys in height, resulting in a lack of enclosure. With the proposed redevelopment of the buildings to the north and west at Wadcroft there will be the opportunity to increase the building heights thus respecting the definition of the space.

3.4.3 The space slopes quite markedly to the northwest, meaning level changes need to be carefully accommodated to ensure the space is fully accessible yet have level areas to provide a comfortable pedestrian space.

3.4.4 Currently the space is a wide expanse of paving that flows up the sloping levels with minimum vertical features or trees that leaves the vertical clock as the major feature that visually dominates this space. Through careful design and the integrated response to the site levels, there is the opportunity to carefully site the clock or a replacement for it such as a piece of community public art within a higher quality setting.

The addition of street trees within this area will provide a sense of scale that helps define the space and will also assist in balancing the height of the clock or any potential alternative.

3.4.5 The location and functioning of the market needs to be carefully considered. Vehicular access will be required to set up and take down the stalls as well as deliver to the shops on Gold Street, High Street and Lower Street. Shopkeepers have shown concern that the existing location of the market can block access to their shops and views of their windows, although it is important to ensure that an open unimpeded pedestrian route is retained past the stalls on both sides.

3.4.6 The Kettering Masterplan (Atkins 2005) suggested that this space be rebranded 'Times Square', redesigned in conjunction with the redevelopment of the shops immediately to the north and west. The potential to rename this space, however, should be reviewed to take into account the historical background and context along with the proposed redevelopment of Wadcroft. With the sensitivities of the clock feature and that a future scheme may replace the clock, Bakehouse Hill Square may be a more sensitive name to be considered relating more to the history of the space.

3.4.7 The development of the Wadcroft site into an important retail destination needs to be taken into account when developing proposals for this space. The Kettering Town Centre AAP makes clear that Site SHQ1 Wadcroft/ Newlands Phase 1 will be required to deliver an exemplar quality of public realm at Bakehouse Hill as part of major redevelopment of the site, that will be essential for the success of the new retail area.

Bakehouse Hill Square today

Existing Bakehouse Hill Site

Design Rules

3.4.8 Key design principles for the redesign of Bakehouse Hill:

• A vehicular route should be retained around the southern edge of the space to provide access for servicing the shops and market. Access to this will be restricted to outside of the main shop opening hours. The carriageway should be detailed with block paving, however this should be of a minimal width.

• A re-defined seating area should be provided on the northern side of the space. This will benefit from a south-facing aspect and proximity to an area of high pedestrian footfall and will therefore be an ideal place to meet or wait. As well as incorporating permanent seating this area could also provide space for pavement cafe tables.

• The clock or a public art alternative should be retained and relocated to an area that fits the overall design of the space and vistas through it. It could be enhanced by creating a different setting around it and lighting it in colour at night.

• Fastigiate trees should be used as street trees running along the east side of the space to soften it, provide structure and a sense of scale. The trees should have adequate clear stem dimension to lowest branch and should be spaced to allow clear views of retail units and be located within flush tree grilles to allow free flowing pedestrian movement under the tree canopies.

• The tree line position should be used to create a structured pedestrian route along the shop frontages to border the east of the space which could be mirrored with lighting columns bordering the space to the north. The light columns would provide balance and structure to the space along with functional illumination levels that are not obstructed by tree canopies or restrict views to shops.

• There is a key view from the space and adjacent sections of the High Street to a potential landmark building as part of the Wadcroft redevelopment. The design of the space takes this building into account ensuring it is highly visible with the tree line to the east and vertical light columns to the north to create a dramatic frame of this significant backdrop to the space. Levels and pedestrian permeability and desire lines should be taken into account to ensure this visible location is also accessible.

• The space should be paved in line with the surfaces section and furnished with appropriate materials to create a quality space that provides comfort for people taking a break or socialising. The use of furniture and paving surfaces should be positioned to add a sense of human scale to the space to create an inviting experience.

Illustrative Principles Plan

Exemplars

3.5 Horsemarket Issues and Opportunities

3.5.1 Horsemarket is an historic trading space that also links a number of streets, including Silver Street/ Dalkeith Place and Market Street. It currently includes a grassed area with seats, trees and a memorial drinking fountain.

3.5.2 Views through to the spire of the Church of St Peter and St Paul are an attractive feature of the space, as are the mixture of historic buildings and stone building materials, especially on the western and southern frontages. The Abacus/ Attica and Xtra bars at the northern end are also important focal features, both during the day and night, whilst the historic converted mill - the Staples Building on Green Lane, is a distinctive local landmark to the southeast.

3.5.3 Like the Market Place, the space currently suffers from a relatively low footfall and dominance of vehicles. It has few retail outlets, although it has a small number of bars and restaurants, giving it some night-time activity. It currently has potential redevelopment sites on its eastern side which contribute further to its lack of pedestrian vitality.

3.5.4 The grassed area currently forms an 'island' surrounded by vehicular routes which does not facilitate its use by pedestrians. An extensive bus stop also means that parked vehicles and pedestrian guard rails create both a visual and physical barrier down the centre of the space. The main through-route, connecting London Road to Dalkeith Place/ Silver Street is a wide road that further limits pedestrian movement to the east.

3.5.5 Whilst the existing trees contribute to the visual softening of the space, they do not help structure it. The grass bund on which they sit further limits pedestrian movements throughout the space.

3.5.6 The Horsemarket island has the feeling of a small space due to adjacent vehicle routes that separate it from the built form that surrounds it. There is an opportunity to improve the space definition by creating enhanced links with the surrounding built form and create a more substantial urban space more suitable in scale to its status.

3.5.7 The space is surrounded by a number of functions including cafés, bars and nightlife to the north along with transport connections i.e. bus and taxis, residential side streets and connections to independent retail outlets to the west. The space has the opportunity to be enhanced as a public transport interchange as part of Ketterings transport improvements. These various functions have the potential to be accommodated within this space using a structured layout to support the various associated activities such as movement, social interaction and supporting the evening economy.

3.5.8 The space has poor connections with existing urban streets or desire lines. There is an opportunity to both improve connections to the existing street grid and to encourage a more well used and vital space.

Horsemarket undergoing a transformation

Horsemarket undergoing a transformation

Design Rules

3.5.9 It is important that Horsemarket becomes a more pedestrian friendly area, where people will wish to sit and meet and through which they can easily pass.

Key design principles that have guided the design of the space:

• A number of bus stops placed around Horsemarket make it both a public transport hub but equally a revitalised urban space within the town. A key design principle is ensuring people and pedestrians are able to easily access and exit Horsemarket both to the residential neighbourhoods to the east and town centre to the west.

• The street that runs down the western side of the space is designed to facilitate pedestrian movement and slow down vehicles. This means that the main central open space feels less of an island and more connected to the frontages of the adjacent buildings.

The fountain has been retained and is set in a sandstone ellipse surrounded by seating, grassed areas and trees providing places for people watching and informal waiting places around the improved bus interchange.

• An 'urban' character to the area has been retained, with a mix of green and hard paved areas including street trees at the southern end to define the enclosure and importance of the area around the fountain and statue.

• Parking provision includes disabled bays, an evening only taxi rank and loading bays.

• The mature tree at the centre of Horsemarket has been retained to form a focal point and an area for contemplative seating.

• The structure of the surrounding streetscape was taken into account when developing the structure of the space and use zones to ensure the space encourages pedestrian movement and circulation along desire lines from residential areas in the east to the town centre in the west. Two formal crossing points are provided from the east side of the space into the centre.

Illustrative Principles Plan and Visualisation

Market Street leading into Horsemarket

3.6 Station Plaza
Issues and Opportunities

3.6.1 The area to the east of the railway station cannot currently be called an open space, consisting of an area of vehicle circulation and parking to serve the station. It is, however, an important part of the town, being the first 'gateway' that passengers arriving by train will pass through.

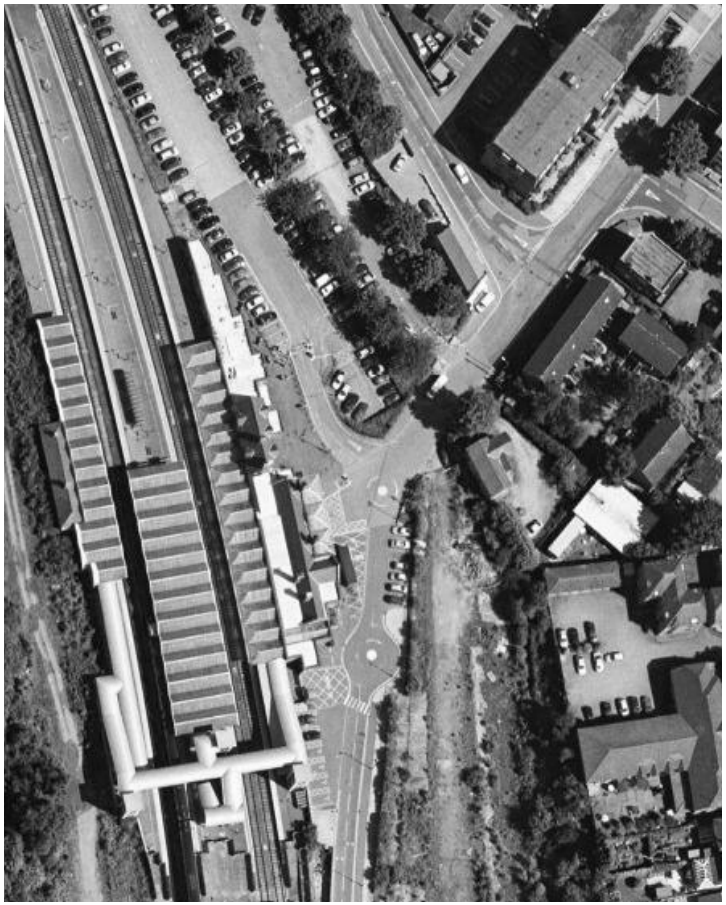
3.6.2 The area currently suffers from a poor degree of enclosure and integration, especially given that the station is a listed building and warrants a high quality approach to its setting. It does however, benefit from a strong vista leading up the leafy Station Road, ending with the landmark steeple of the Church of St Peter and St Paul.

3.6.3 With the ultimate redevelopment of the Station Quarter this area has the opportunity to be an attractive and vibrant space as well as needing to efficiently function as a transport interchange including bus waiting areas, short term car drop-off points and pedestrian waiting areas.

3.6.4 There are a number of existing mature street trees in an avenue running up Station Road in various conditions. The trees block the relatively narrow footway in places creating pinch points, however, add to the leafy character of the street.

3.6.5 The Station Road connection to the town centre is relatively wide but with narrow footways and dominated by parking on both sides, which does not provide a welcoming route for pedestrians visiting Kettering by train. There is an opportunity of narrowing the vehicle carriageway and widening the pedestrian area to create a more welcoming route into the town centre with places to rest along the way.

3.6.6 The gradient of Station Road along with the vista of the landmark Church of St Peter and St Paul spire provide a strong visual link leading to the town centre that has the opportunity of being enhanced to create a clear directional improved pedestrian route into the town. The gradient provides an exaggerated view of the paving looking up the hill providing the opportunity to add a sense of pedestrian scale and rhythm to the ground plane to create a more welcoming experience.



Station Plaza today

Existing Station Plaza Site

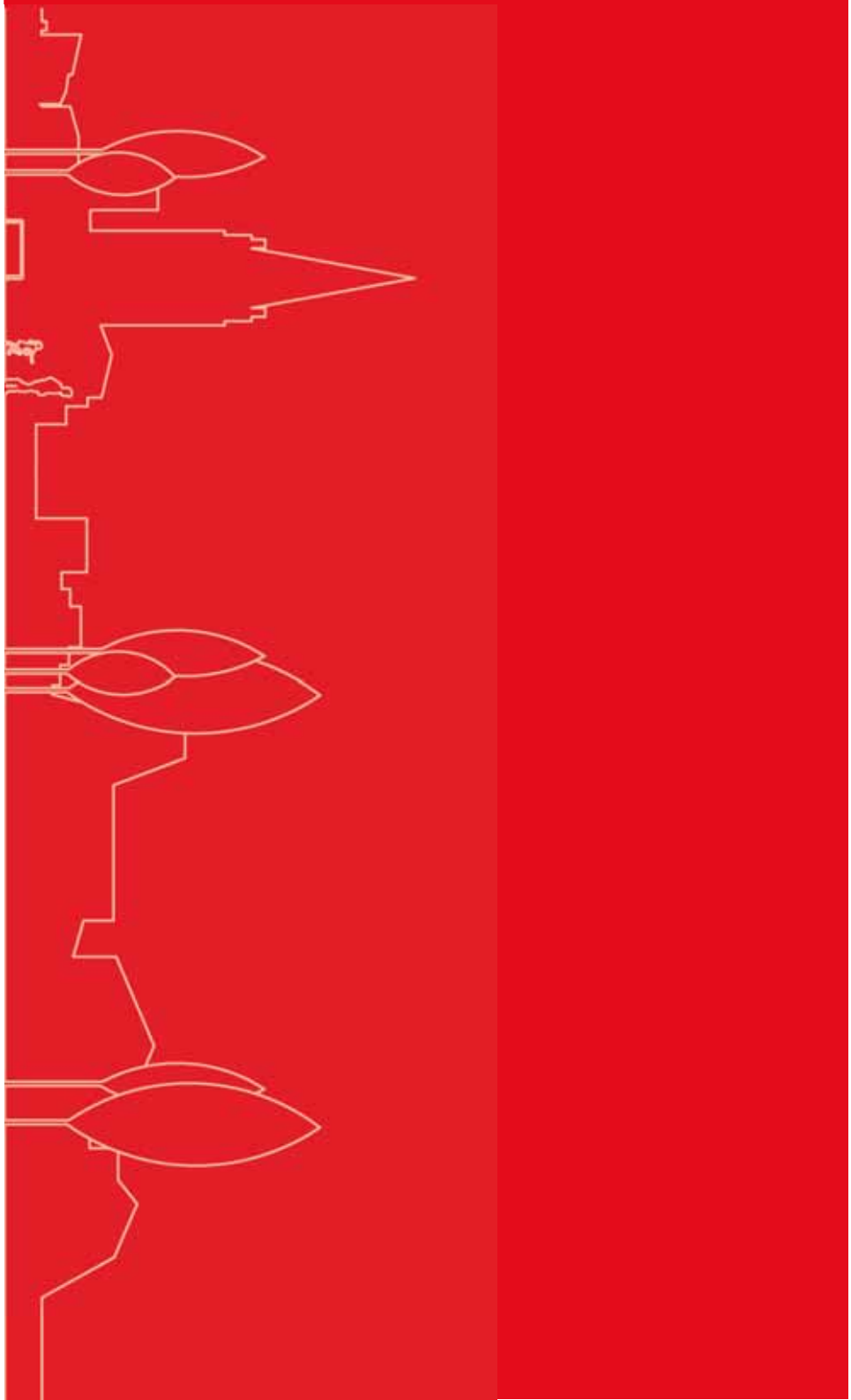
Design Rules

3.6.7 A separate study has been undertaken for the Station Quarter which shows the public realm design in more detail but the key design principles that should be adhered to when designing this space, consistent with the separate study, are:

- Pedestrian circulation is paramount, ensuring that there is a quick and easily navigable route through the space and on to the town centre.
- It is essential that a good first impression is made to the first-time visitor, with the use of high quality materials and design. The space would also be a good setting for a bespoke piece of public art.
- Wayfinding and interpretation will be important at this key arrival point, with the appropriate incorporation of maps and signage.
- Areas for more peaceful waiting and sitting, including the opportunity for pavement cafes should be set out away from the main vehicular activity routes.
- Additional street trees should be incorporated to provide structure and link in with the existing avenue up Station Road. However, these should be relatively small in scale to allow views through to the listed railway station building and avoid the creation of too much shade.
- The connection to Station Road and onward up the hill has the potential opportunity to create a clear and inviting route to encourage pedestrian movement. By providing places to rest along the route there is the opportunity to make this a more pleasant journey.
- There is the opportunity to reduce the vehicle carriageway width on Station Road or incorporate parking within the footway to alleviate pinch points, provide more space for existing and proposed trees and to provide a more comfortable pedestrian route.
- The design of the Station Plaza space should integrate with the transport interchange including bus and taxi circulation and drop off to be clearly visible for the traveller considering their onward journey. However, circulation and drop off areas should not block the pedestrian desire line and view up Station Road to support pedestrian movement into the town centre.
- Existing historic features such as the listed station building, Station Master's House, church steeple and existing trees are to be carefully considered within the design proposals to enhance the existing character.
- The wide Station Road vehicle carriageway is to be reduced in width where possible and parking is to be reviewed. The majority of space gained could be consolidated on the west side of the street to create a wider pedestrian route with space for enhanced avenue tree planting. The eastern side would accommodate structural lighting.
- Where parking is required, it should be restricted to one side only and integrated within the pedestrian character of the street through careful detailing and material selection to allow wider pedestrian areas, seating and tree planting.
- Crossing details along the road leading into side streets should be raised along the pedestrian route and paving materials should continue along the footway where possible to create an unbroken pedestrian priority route, using wide kerbs, raised tables and smaller unit blocks to the vehicle access areas where required to maintain this character.
- Subtle banding and seating should be used up the street to provide resting places, creating a street that is more accessible to as wider range of people as possible. Banding can be used subtly to add a sense of scale to the street to allow a visitor to get an understanding of distance and to encourage people to consider walking into the town centre.

Illustrative Principles Plan and Visualisation consistent with separate study

Exemplars



Streetscape Design Guidance 4

4.1 The streetscape

The streetscape provides a visible and extensive network of connections and routes that structure the public realm within Kettering. The function of connections and routes is vital to create a well-mannered and safe pedestrian environment. It is only through their failings that they become the focus of public discontent. Thus on a practical level it is a requirement that the public streetscape of Kettering, as embodied in its treatment offers a clean, robust and safe zone for pedestrians. However, on an aesthetic level, the streetscape offers a subtle indication of many wider issues.

A good streetscape offers an appropriate scale and material investment that can contribute to and greatly improve the appearance of the town. Through the use of robust and traditional materials of the correct scale and quality, in keeping with the traditional British paving pattern where appropriate, there is the opportunity to present the street and therefore the town as a uniquely recognisable British town.

Principal materials to be used in Kettering are as follows:

• Natural Stone (York stone or other natural hard wearing sandstone) eg Highmoor, Lowmoor, Willow Buff or similar.

• ASP (Artificial Stone Paving with buff colour aggregate) eg Stone Master (light, med, dark buff mix), Malvern Andover Cream or Appalacchian Buff textured.

• Asphalt, buff pigmented 'tint master', tarmac, or HRA surface course with clear resin bond coated chippings (aggregate to match Sandstone paving)

Their use and distribution throughout Kettering is determined by context, location and cost and whether defined as either 'Core' or 'Core Edge' .

The context will inform the character inherent in the street, such as architectural heritage and streetscape proportions along with street typology eg Principal Street, Local Street, Avenue or Side Street.

Similarly budget is vital in material selection. It should be noted that York stone is the most expensive material with ASP and asphalt surfacing being the cheaper options. Costs can be significantly modified by the way service covers are handled.

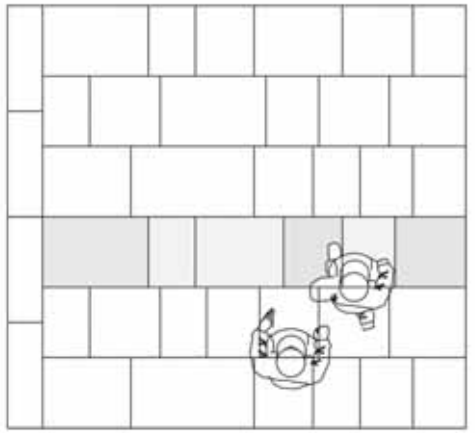
The inclusion of recessed covers and frames significantly enhances the quality and continuity of pavements, in particular. In cost terms the inclusion of sensitively handled covers falls halfway between a standard ASP solution with no attention to covers and a top quality stone solution with recessed covers. In all circumstances, each of the materials identified must perform to the highest of standards to provide a robust and lasting surface.

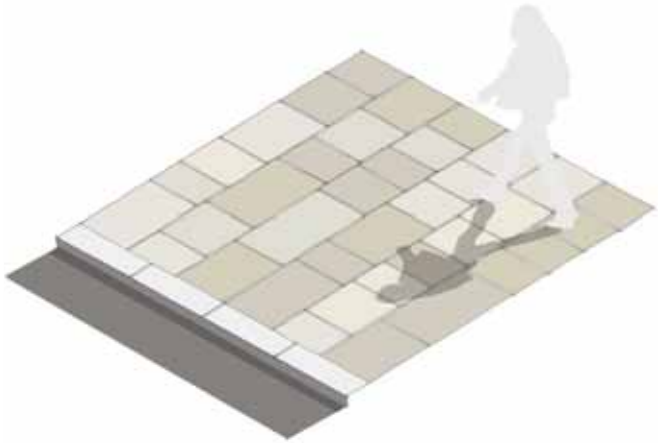
Sandstone - one of the principal materials for Kettering

4.2 Surface Materials

4.2.1 Detail	Natural Stone Slab Pavement
Principle	PROMOTE BRITISH PAVING BOND Constant slab width of 600mm laid perpendicular to kerb and main direction of movement
Laying Pattern	STAGGERED BOND min overlap of 150mm on large unit slab paving. Half bond typically on smaller unit paving eg narrow alleyways. Paving starting at back of kerb and alongside building line to use full slabs.
Material	NATURAL Sandstone SLABS (HARD WEARING SANDSTONE) Eg Highmoor, Lowmoor, Willow Buff supplied by Charcon or similar approved.

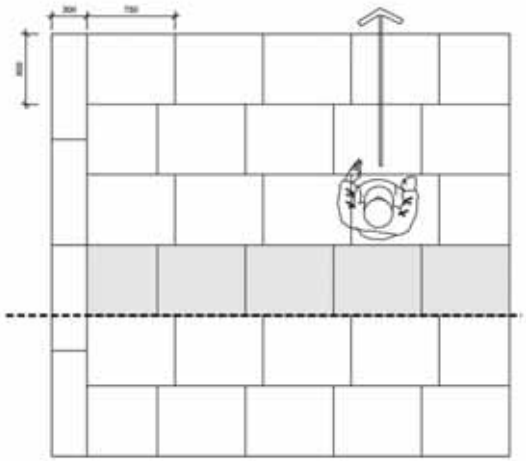
Slab dimensions	Consistent 600mm width bond x random lengths for major pedestrian footways/ pavements Consider smaller unit sizes of 300x200 in narrow pedestrian alleyways Setts of 200x150, 100x100 or similar to be considered for raised tables with vehicle overrun.
Considerations	Where manual handling weight is exceeded, contractors must expect to use mechanical handling equipment. Paving depths and plan sizes along with sub base build ups and high strength mortars to comply with performance outlined in BS7533 to suit loading requirements to ensure long term pavement performance, especially in vehicle areas or areas of potential overrun. Consider USP (Urban Surface Protection) clear applied matt coating to protect finishes from staining, chewing gum and to protect joints (Resieco supplied by Resiblock or applied individually coated by Charcon or similar).

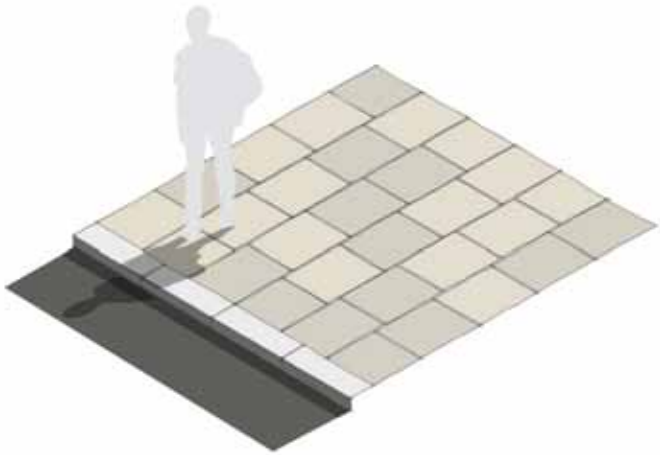




4.2.2 Detail	ASP Slab and Block Pavement (and occasional vehicle overrun)
Principle	PROMOTE BRITISH PAVING BOND Paving material selected to closely resemble natural Sandstone paving.
Laying Pattern	STAGGERED BOND min overlap of 150mm on large unit slab paving. Half bond typically on smaller unit paving eg narrow alleyways and areas of vehicle traffic/ occasional over run. Paving starting at back of kerb and alongside building line to use full slabs/ blocks. Consider herringbone where traffic volumes require, or Asphalt (buff pigmented 'tint master', tarmac, or with clear resin bond coated chippings)
Material	ASP (ARTIFICIAL STONE PAVING WITH BUFF COLOUR AGGREGATE) SAMPLE TO MATCH Sandstone APPEARANCE Eg 'Stone Master' (light, med, dark buff mix), 'Malvern Andover Cream' or 'Appalacchian Buff textured' supplied by Charcon or similar approved. ASP sample to be provided to show aesthetic match to Sandstone paving.
Slab dimensions	Consistent 600mm width bond; (600x750mm, 600x600mm, 600x450mm), for major pedestrian footways/ pavements Consider smaller block unit sizes in narrow pedestrian alleyways and areas of vehicle over run. Consistent 200mm width bond; 200x300mm, 200x200mm, 200x600mm in random mix Setts where required;100x100mm and 100x200mm or similar to be considered for raised tables with vehicle overrun.

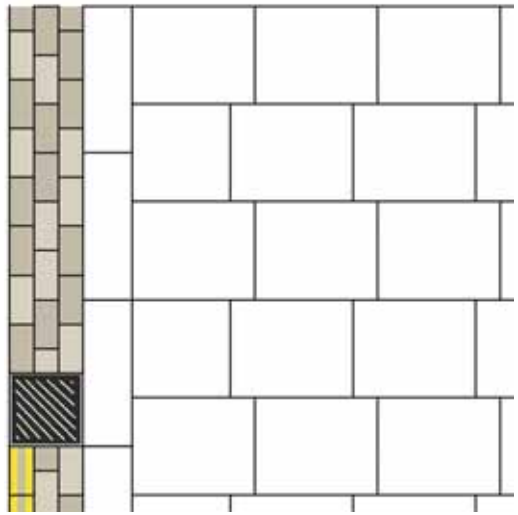
Considerations	Where manual handling weight is exceeded, contractors must expect to use mechanical handling equipment. Paving depths and plan sizes along with sub base build ups and high strength mortars to comply with performance outlined in BS7533 to suite loading requirements to ensure long term pavement performance, especially in vehicle areas or areas of potential overrun. Consider USP (Urban Surface Protection) clear applied matt coating to protect finishes from staining, chewing gum and to protect joints ('Resieco' supplied by Resiblock or applied individually coated by Charcon or similar approved). Select pave units from 3-5 separate packs in rotation to avoid colour banding. For 'Stone master' ASP product or similar multi finish material, where possible order as premixed using light, medium and Dark buff, percentage mix to be approved using sample panels.

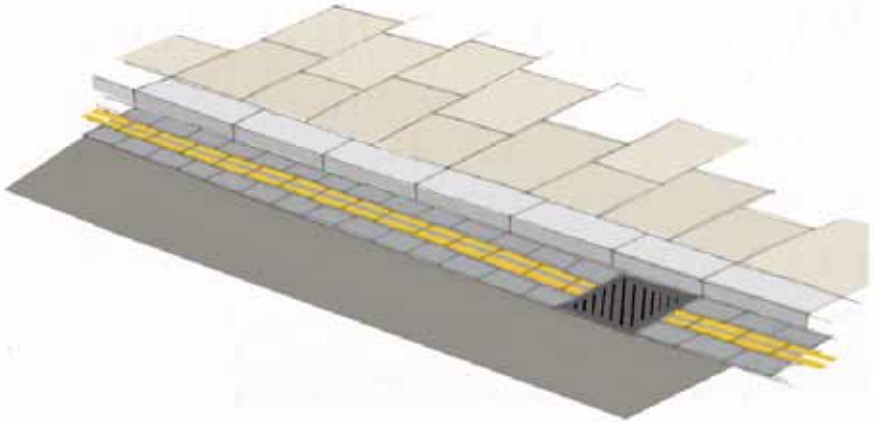


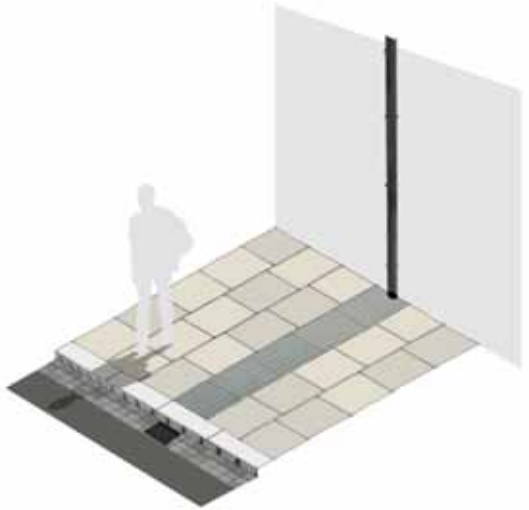


4.2.3 Detail	Kerb Edge
Principle	RETAIN OR REPLACE AND RECYCLE Retain existing 300mm wide granite kerbs Replace 150mm wide with 300mm
Material	Granite (silver Grey)
Unit dimensions	900-1200mm long x 300mm wide x 200mm deep
Considerations	Kerb ordered to radii Traffic over run Mechanical handling only

4.2.4 Detail	Kerb Channel
Principle	Introduce Paved Channel on road
Material	Granite (silver Grey to mid grey) block paving
Unit dimensions	150x250mm 450mm wide band to tie in with 450 x 450mm drain cover



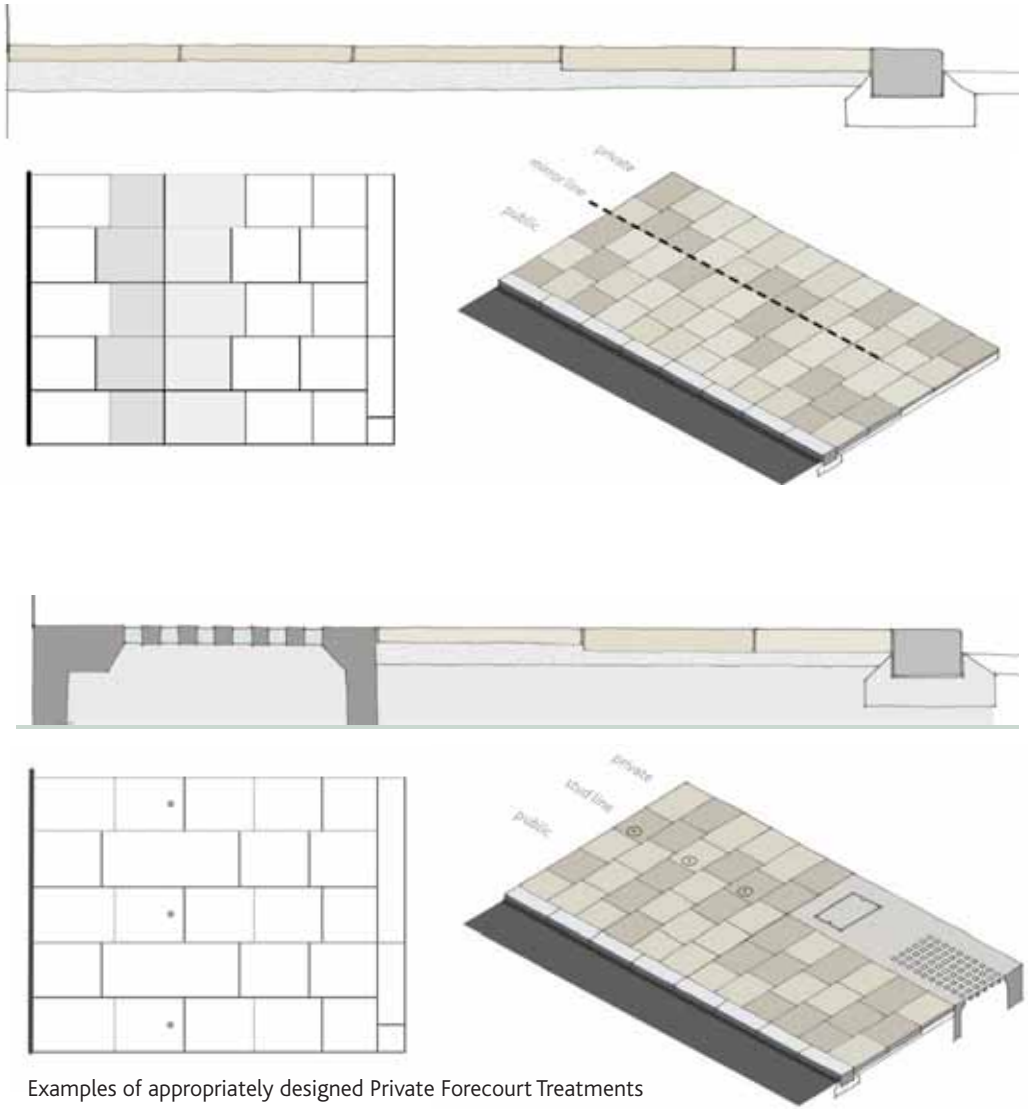




4.2.5 Detail Private forecourt interface

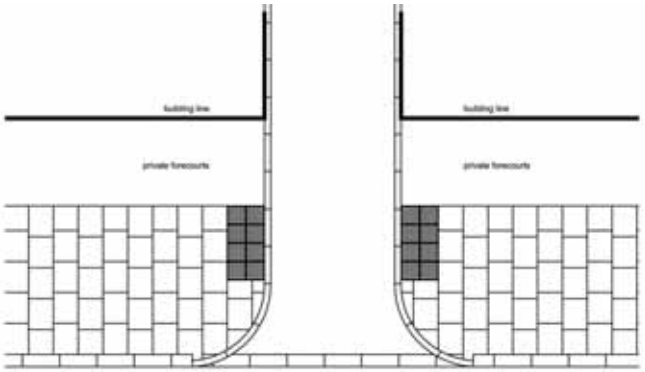
The pavement is often comprised of a public section immediately adjacent to the kerb line and a private section adjacent to the buildings. These building forecourts introduce a range of materials and character that can either improve or devalue the overall streetscene. It is significant to note that these areas are in private ownership and not council land.

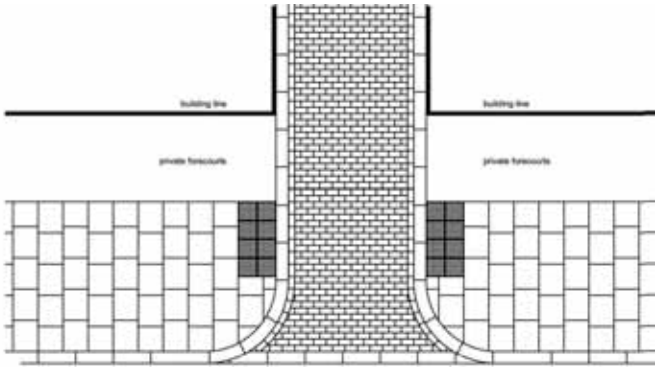
Issues arise where the public pavement meets the private forecourt. This may simply relate to a change in material. In more complicated scenarios the change may occur at the extent of an underground basement or raised basement/ step edge, therefore providing a physical 'break' on the paved surface. This interface is further complicated by uncertainties over the actual extent of the private land and an all too often uneven line of ownership. Thus when pavement material is laid up to a forecourt line it is inevitably uneven in line and creates awkward paving cuts and inappropriate infill which often suffers due to footfall and differential movements.

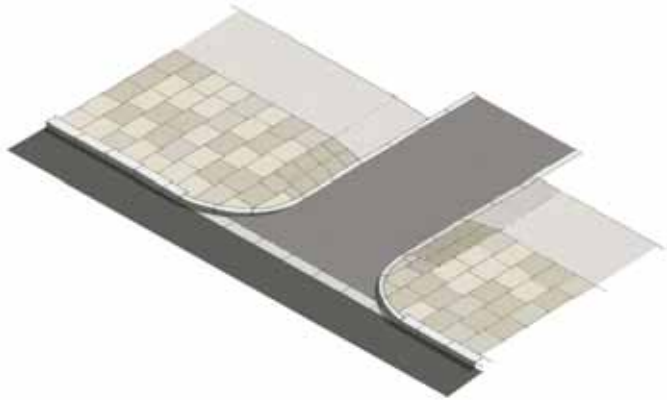


Examples of appropriately designed Private Forecourt Treatments

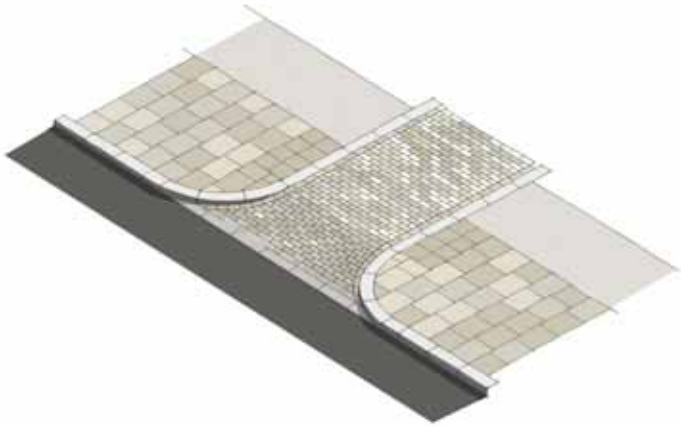
4.2.6 Detail	Access across pavement
Principle	MAINTAIN KERB LINE
Option 1	Dropped crossover, retained narrow kerb, tarmac access route
Option 2	New raised crossing with tactile, 300mm kerb and block paving to access route
Considerations	Drop kerb gradient and tactile paving Retain existing narrow kerbs Introduce flush 300mm road kerb to maintain line





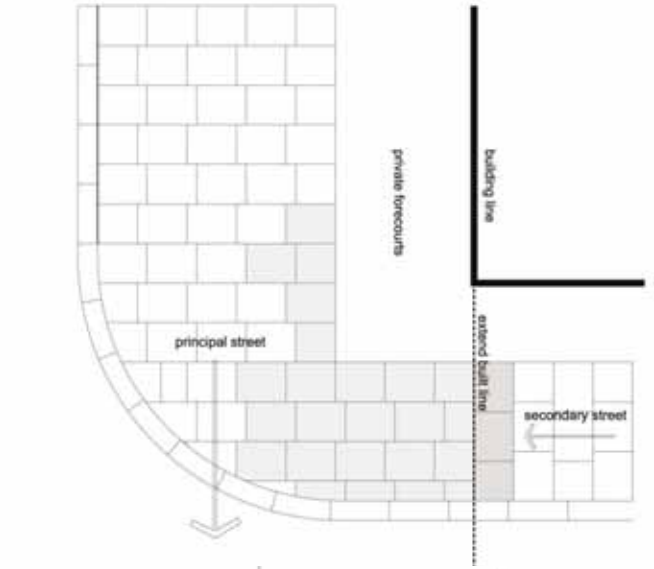


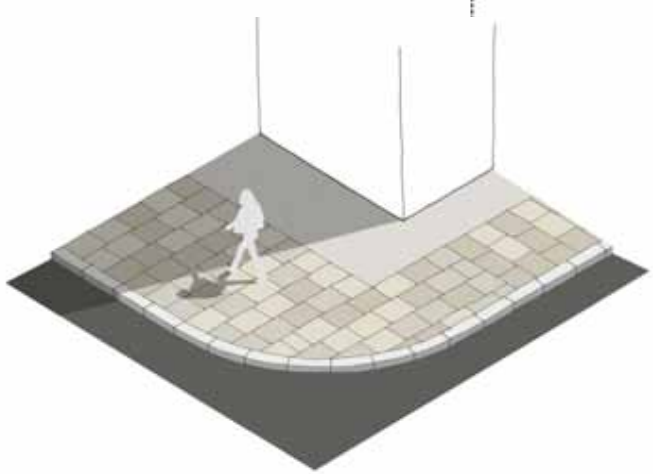
Option 1



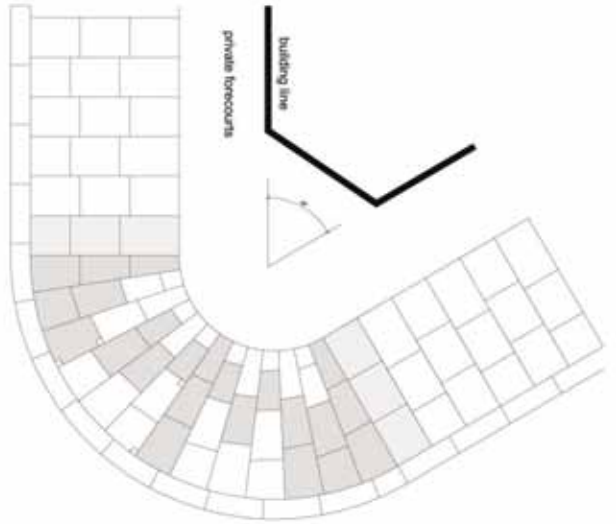
Option 2

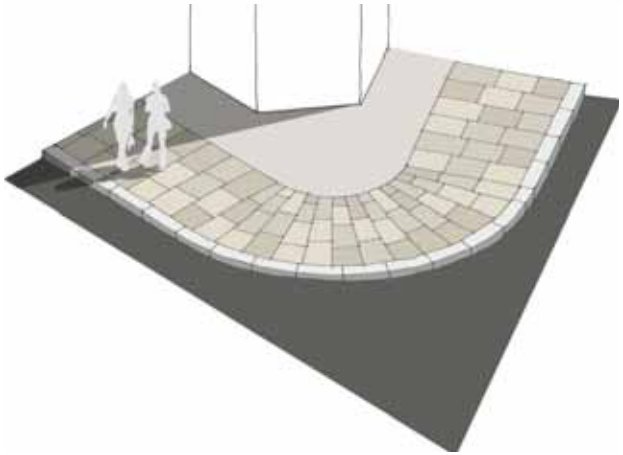
4.2.7 Detail	Paved corner junctions
Principle	ALLOW THE STREET TO FLOW THROUGH
Option 1	Corners 90 degrees or greater Paving to principal street continues Staggered bond 150mm overlap Paving laid perpendicular to kerb
Option 2	Corners < 90 degrees Radial paving cuts laid perpendicular to kerb line Slabs to be cut on one side only
Material	Natural stone/Concrete (ASP)
Considerations	Traffic overrun Manual handling weight





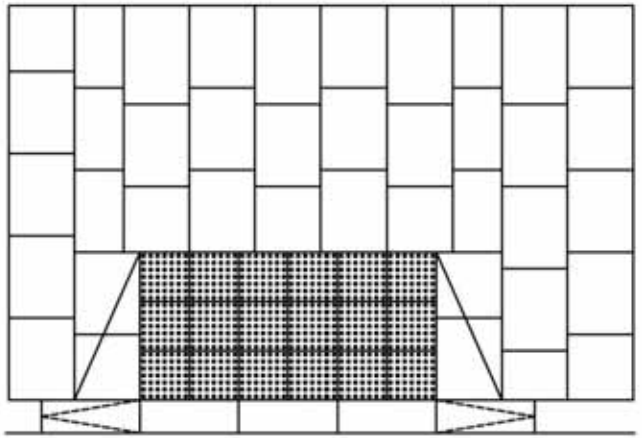
Option 1

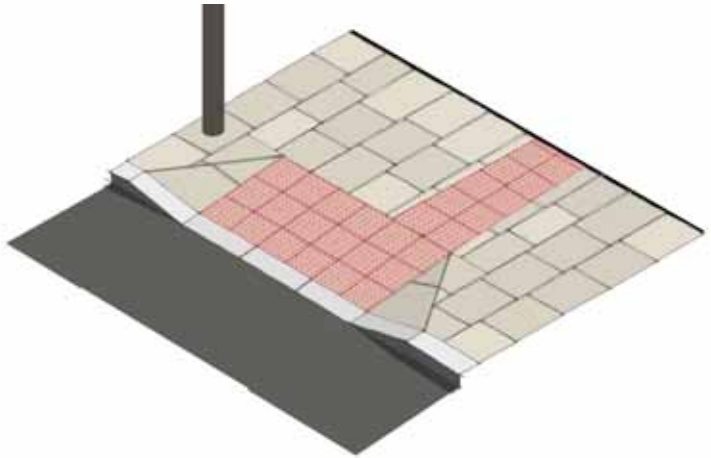




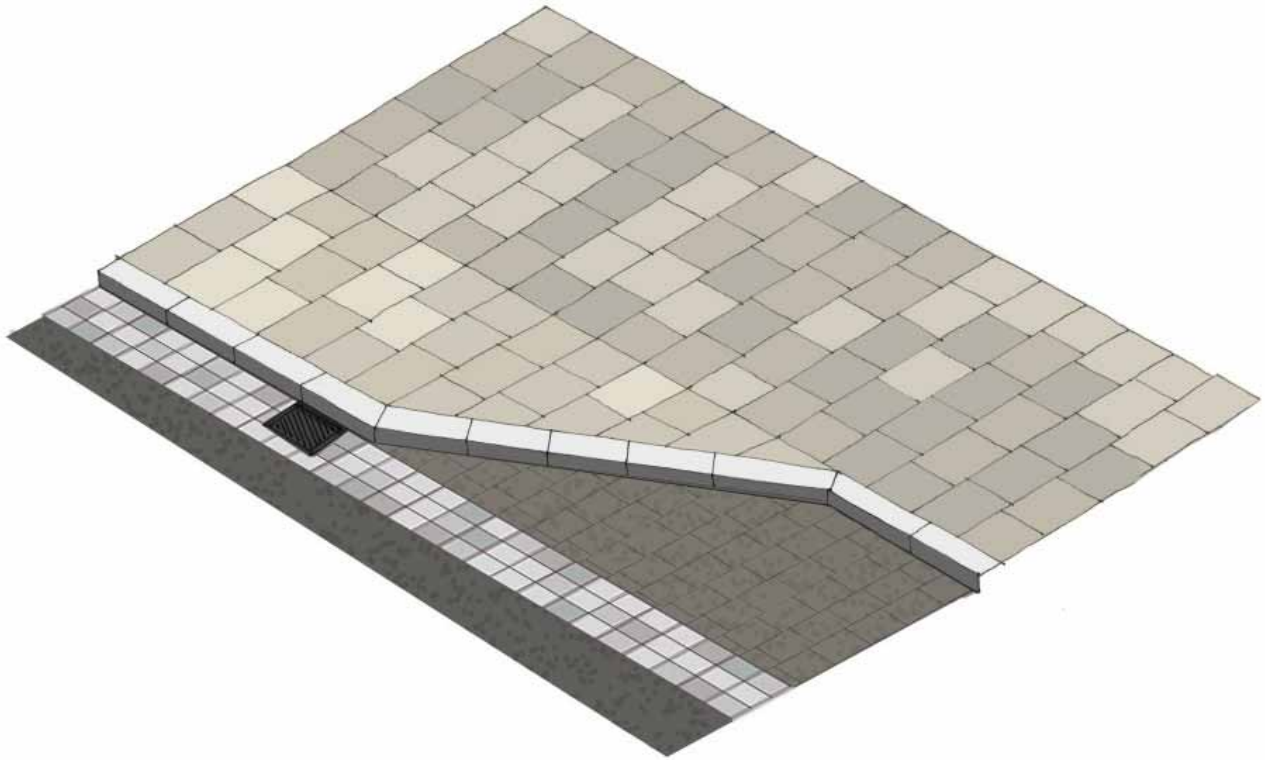
Option 2

4.2.8 Detail	Controlled crossing point
Principle	TACTILE PAVING INTRODUCED TO ANNOUNCE DROP. 3 x rows of 450 x 450mm blister paving
Material	ASP concrete slabs (Red)
Laying Pattern	Stack bond
Slab dimensions	Depth of angled slope to be 1350mm Width to relate to road crossing width
Considerations	Tactile paving to be visually contrasting (min 70%) colour to comply with controlled or uncontrolled crossing type and to be approved by KBC access officer.

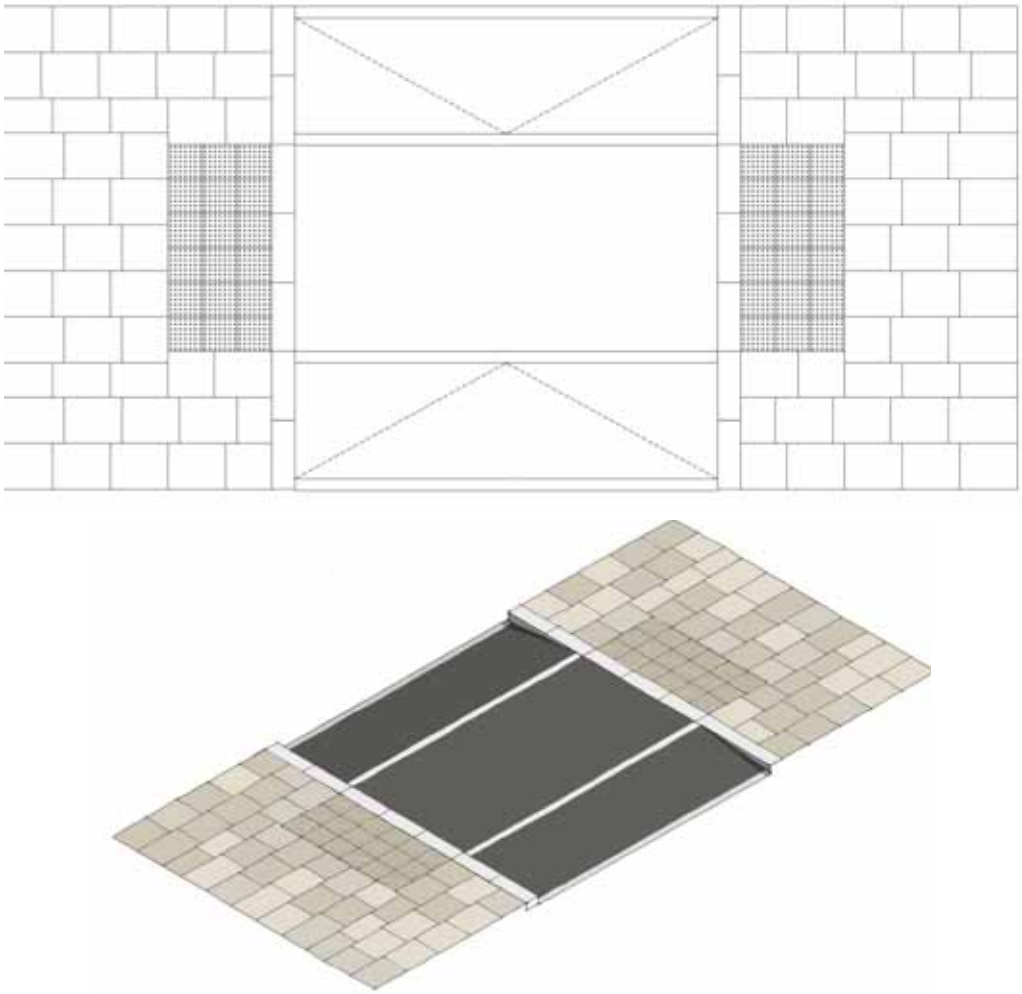




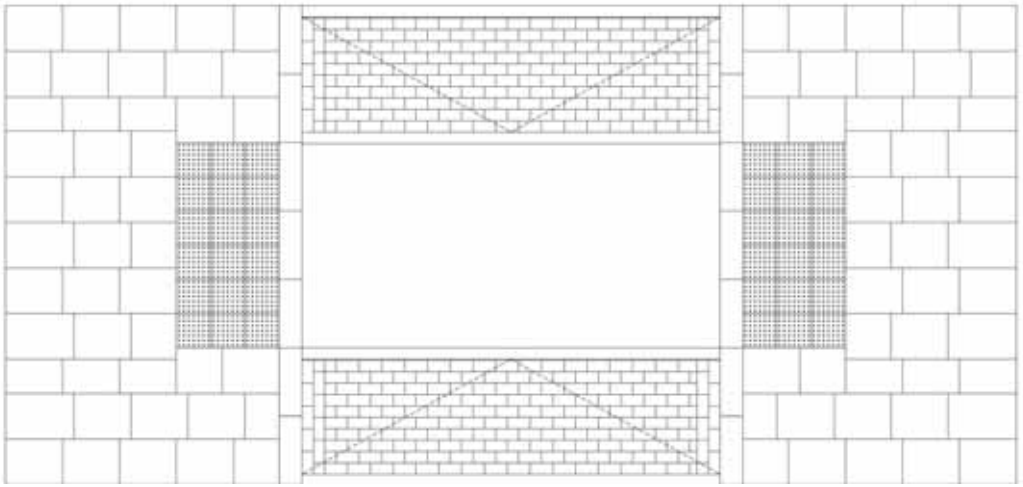
4.2.9 Detail	Pavement build-out
Principle	ALLOW PAVEMENT TO RUN THROUGH
Laying Pattern	Gutter setts continue to break between loading bay and carriageway.
Considerations	Consider paving vehicle drop off areas and parking/ loading areas in block paving to match footway eg Sandstone setts or ASP blocks (Stone master or similar approved) to maintain pedestrian character and width of footway.

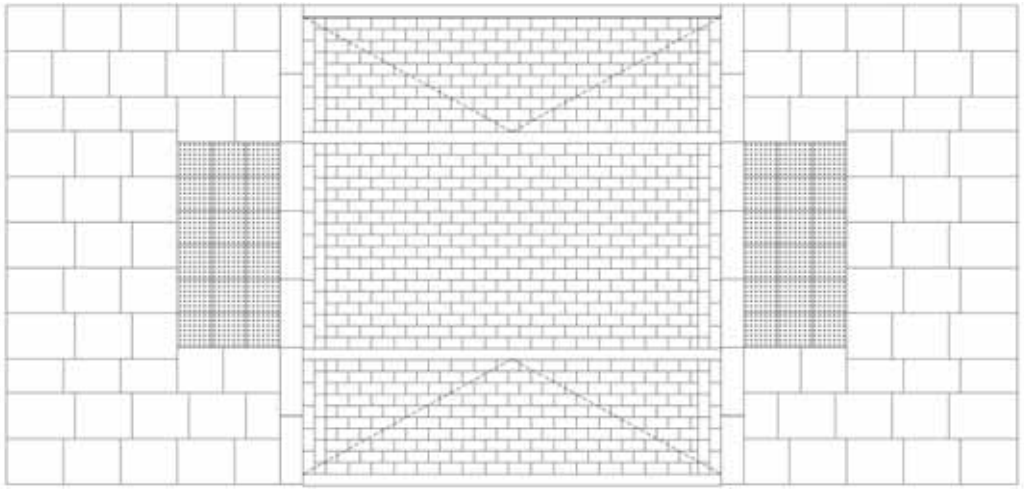


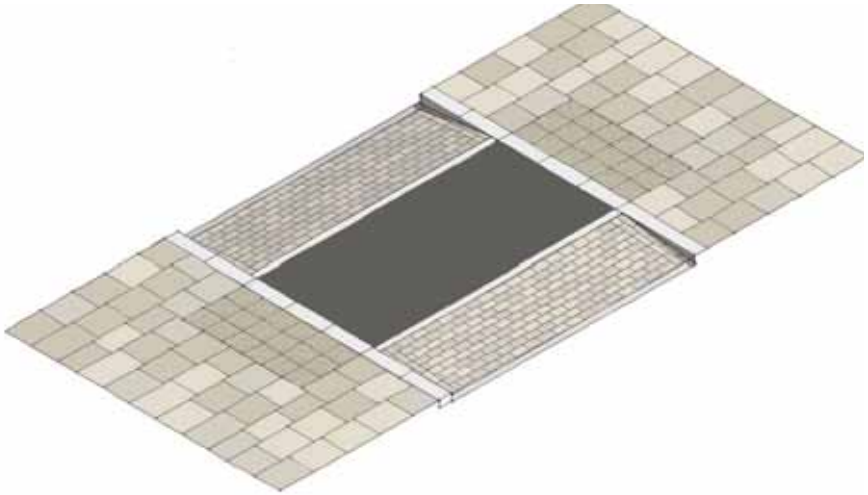
4.2.10 Detail	Road Table Crossing
Principle	PAVEMENT RUNS FLUSH WITH TABLE TOP
Option 1	Tarmac with granite kerb edge
Option 2	Block paving ramp and tarmac table
Option 3	Block paving ramp and top
Material	Sandstone setts 100x100mm, ASP blocks/ setts 100x100mm, 100x200mm. Consider granite setts in areas of high volume traffic where pedestrian priority is desired, or tarmac chipped
Laying Pattern	Granite blocks laid staggered bond
Considerations	Manual handling weight (for kerbs and blocks) High strength morter bedding and pointing to granite works



Option 1







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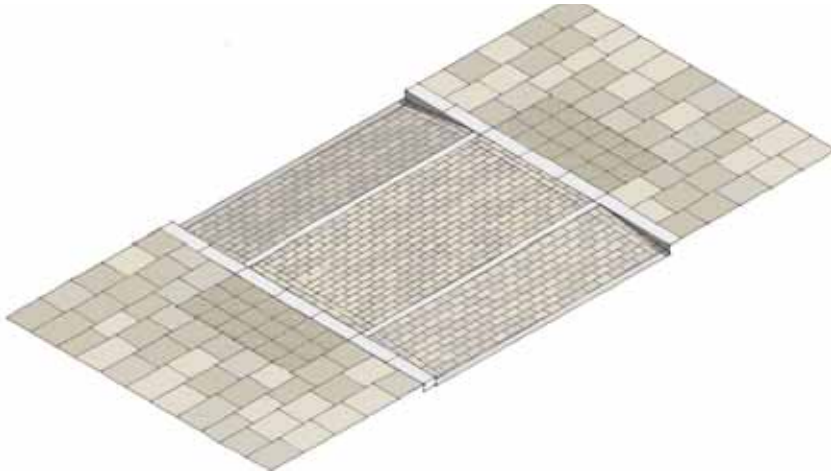
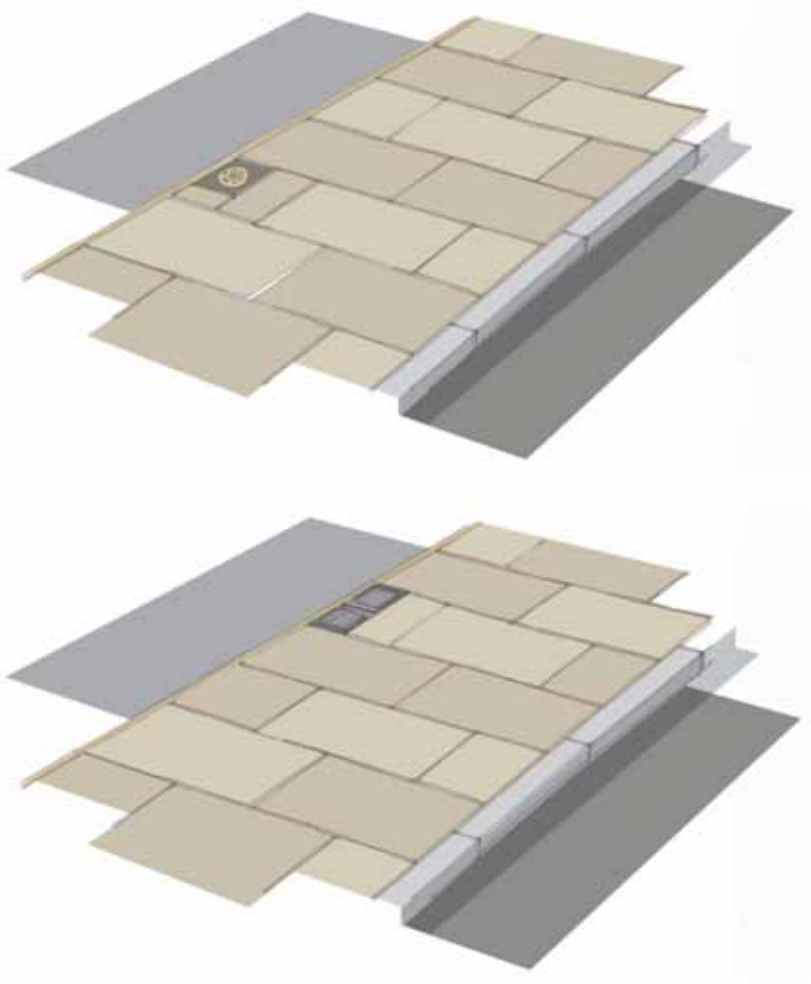
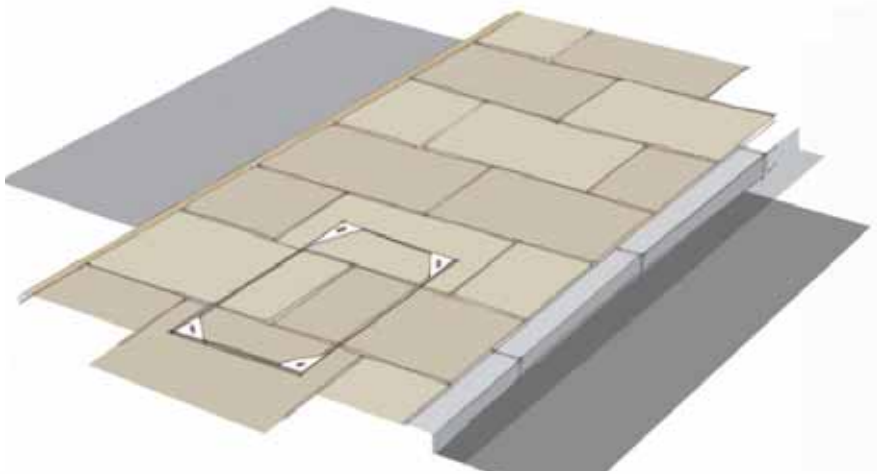


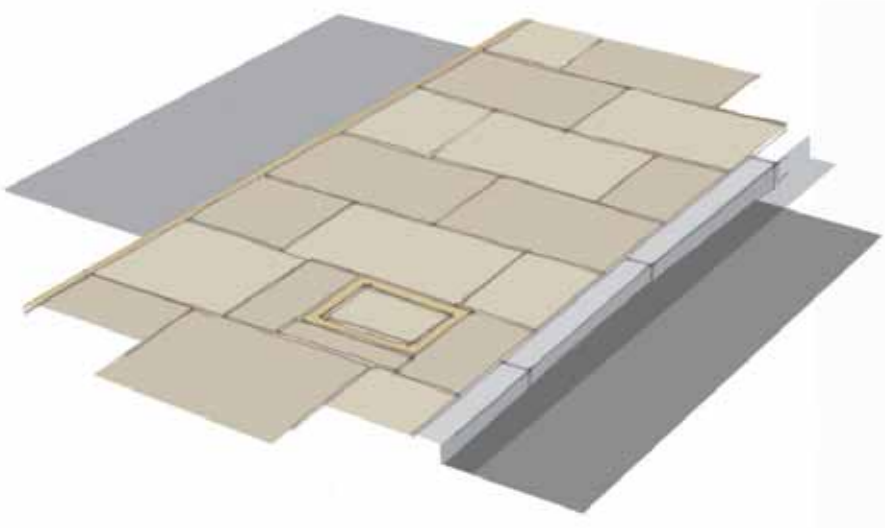
Option 3

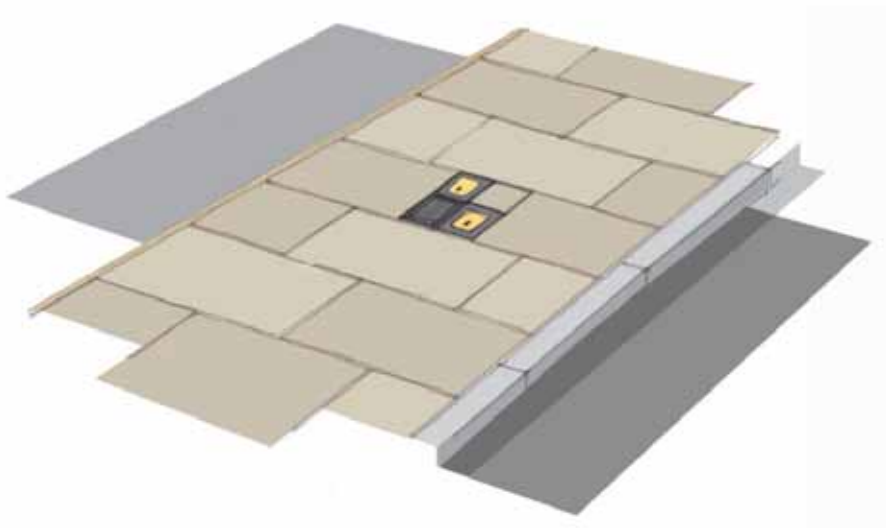
4.2.11 Detail	Service Covers
Principle 1 RETAIN	Paving cuts to be sensible pieces around access cover where rotation is not possible, surface paving coursing adjusted to create generous angled cuts around the cover.
Principle 2 ROTATE AND ALIGN	To order the variety of covers within the paving where possible (given existing underground chamber location and age/ type of cover). Covers should be rotated to be aligned with the general paving coursing
Principle 3 ROTATE AND ALIGN AND RECESS	To minimise visual clutter on the ground plane where possible (given budget constraints and assessed character and aspiration for the particular street) covers should be replaced to a greater internal depth to allow stone / asp recessed infill. This will allow paving continuation and non slip surface finish.
Considerations	Age and material type of cover Mortar bedding and pointing joint width around cover Lifting weight of infill cover and manual handling regs



Examples of appropriately designed Service Cover Treatments







Examples of appropriately designed Service Cover Treatments

4.3 Vertical elements

The composition of the streetscape is not simply formed through a combination of paving, kerbs and roadways. There are a series of vertical elements that emerge from the horizontal ground plane that can exert a strong influence on the quality and character of the public realm. They include litter bins, light columns, seating and bollards and their presence in the street is for the most part essential for the successful management of pedestrian and vehicular traffic. The position of these elements has to be carefully considered so that they maximize their usefulness, enhance pedestrian comfort and do not compromise movement or sight-lines.

Problems often occur when vertical elements are located without reference to other vertical items or streetscape layout so that unnecessary grouping and / or over crowding takes place leading to a sense of street clutter. Possibilities for combining the services of one vertical element to contain, for instance a range of signs and lights should always be considered at the same time as relaying pavements.

For Kettering's streets to attain the desired visual clarity described in this document it is important that the detailed interface of these vertical elements with the horizontal ground plane is given due consideration. By adhering to the principles set out in the following pages these features should feel part of the overall street composition and not an intrusive and unwelcome feature or obstruction.

4.4 Street Planting

4.4.1 Detail	Proposed Street tree
Principle	LARGE MATURE TREE 20-25CM GIRTH. TO PROVIDE INSTANT IMPACT, PROVIDE VERTICAL HEIGHT, SHADE AND WITHSTAND STREETSCAPE ENVIRONMENT. Arborslot tree grille (or similar approved). Large format steel construction for robustness. Either infilled with recessed paving to match adjacent surfaces for continuity and anti slip and trip hazard which comply with part M DDA regulations. Creating a more pedestrian friendly spac.

4.4.2 Detail	Existing retained trees
Principle	WHERE POSSIBLE, EXISTING TREES ARE TO BE MAINTAINED WITHIN THE DESIGN OF NEW STREET LAYOUTS DUE TO THE CHARACTER THEY ADD TO THE STREET SCENE. EXISTING TREES PROVIDE INSTANT GREEN IMPACT AND CONTINUE A LEVEL OF CANOPY COVER.
Grille	Existing trees are likely to have a large girth trunk and any tree grill used to provide neat interface with surface will need to accommodate this. A semi bespoke grille may be utilised to match Arborslot tree grilles (or similar approved). Alternatively, a neat tree station edge could be defined and surfaced around the existing tree with flexible resin bound gravel (colour to tie in with Sandstone).
Considerations	Levels to be maintained as existing around existing tree roots and protected to BS5837 2005 through construction.

Size	Species	Common Name	Mature Height	Spec Note
Larger	Acer platanoides 'Columnare'	Norway Maple	15-20m	25-30cm
	Platanus x hispanica	London Plane	20+m	25-30cm
	Tilia cordata 'Ran-cho'	Small-leaved lime	10-15m (fast)	25-30cm
Medium	Acer campestre 'Elegant'	Field Maple	10-15m	20-25cm
	Liquidambar styracifl ua 'Lane Roberts'	Sweet Gum	10-15m	20-25cm
	Pyrus calleryana 'Chanticleer'	Ornamental Pear	10-15m	20-25cm
	Sorbus aria 'Magnifica'	Whitebeam	10-15m	20-25cm

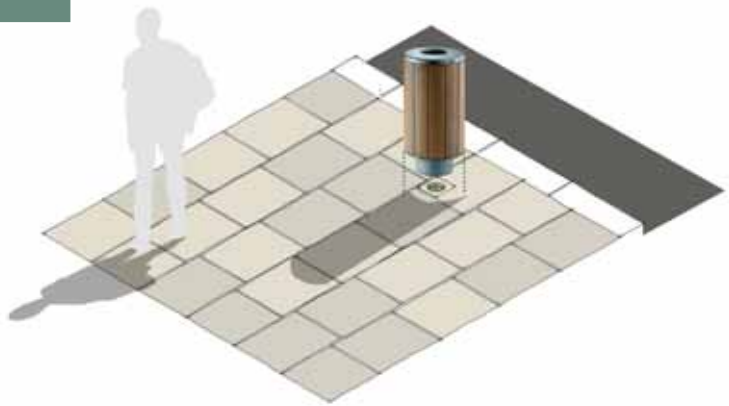
Suggested Tree Species

Existing Tree Treatment

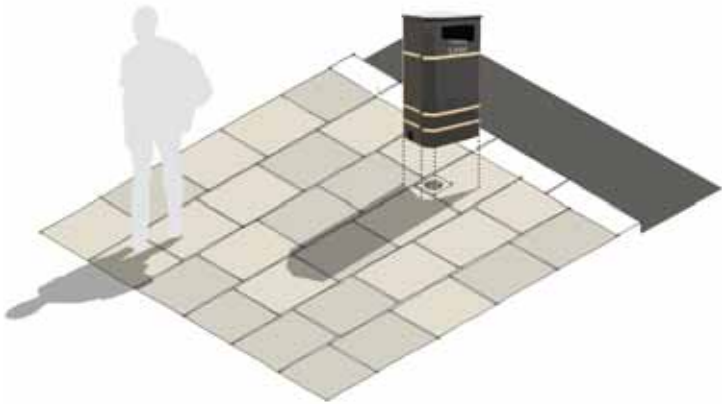
Proposed Tree Treatment

4.5 Street Furniture

4.5.1 Detail	Litter Bins
Principle	FITTING WITH FURNITURE SET
Considerations	Locate fixing sleeve within the prescribed sett margin adjacent to the kerb run. Organise within paving arrangement to reduce impact on paving slabs - ideally cut one slab only. Apply minimum cut width consistent around sleeve. Ensure that when bin is located over sleeve paving is seen to extend under bin

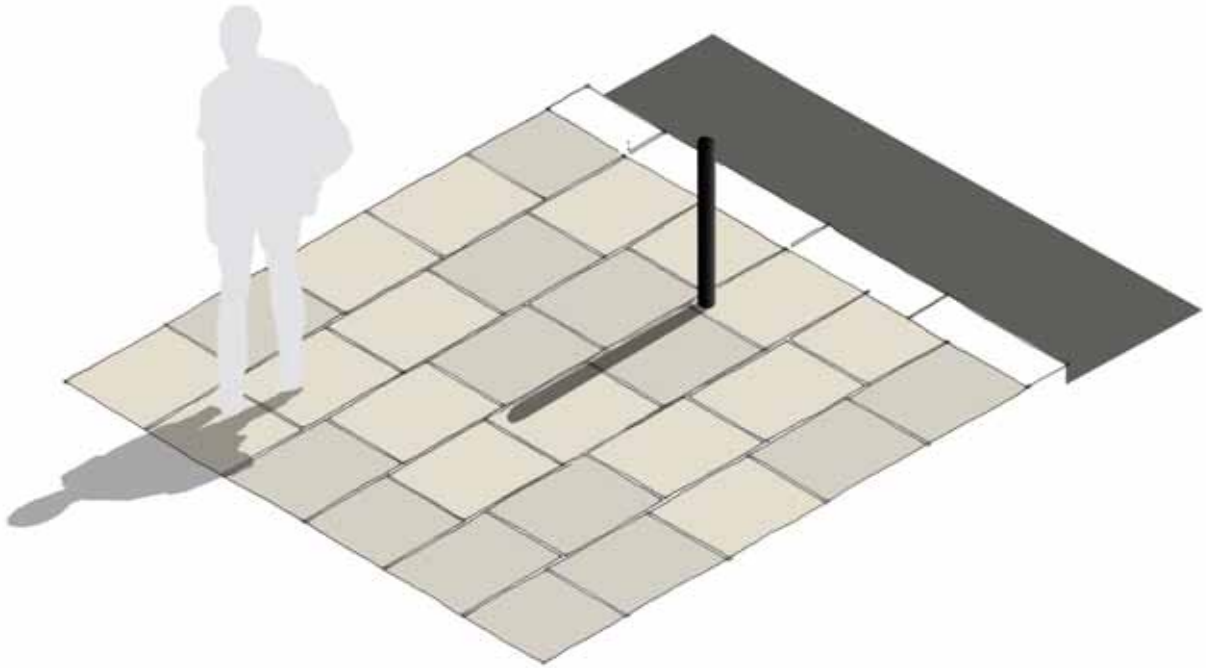


Option 1

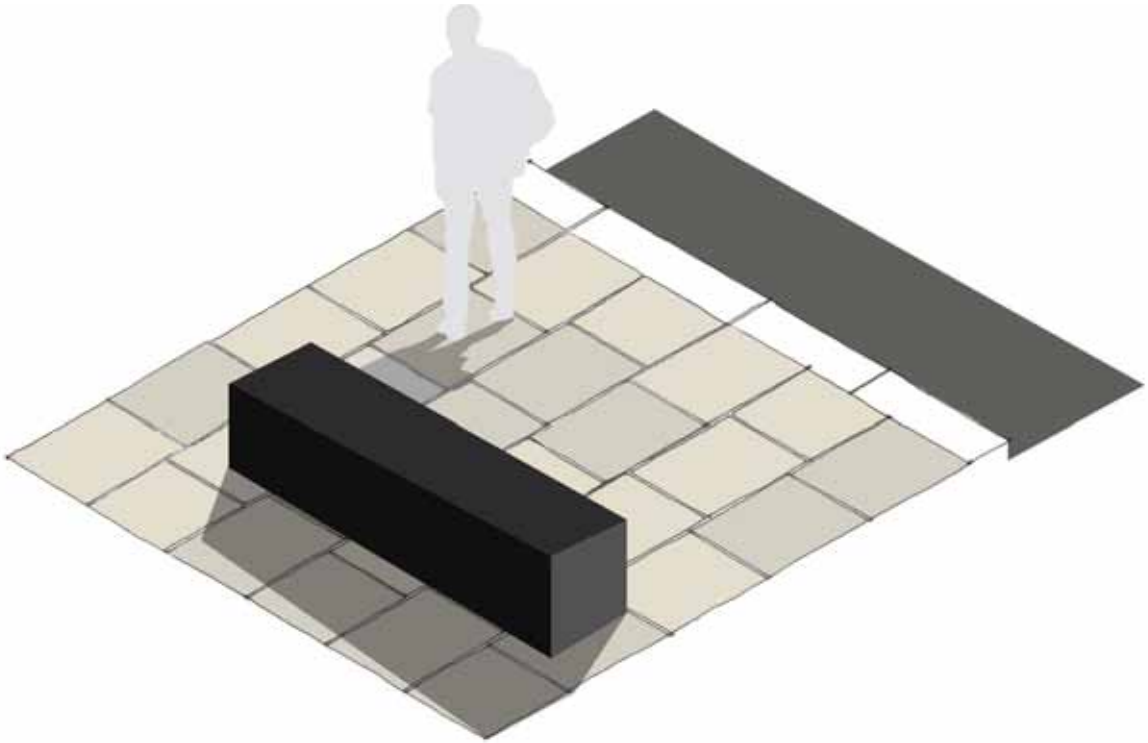


Option 2

4.5.2 Detail	Bollard
Principle	FITTING WITH FURNITURE SET
Considerations	Locate bollard within the prescribed set margin adjacent to the kerb run. Organise within paving arrangement to reduce impact on paving slabs - ideally cut one slab only. Apply minimum cut width allowance against vertical surface. Ensure cut width is consistent around base of bollard

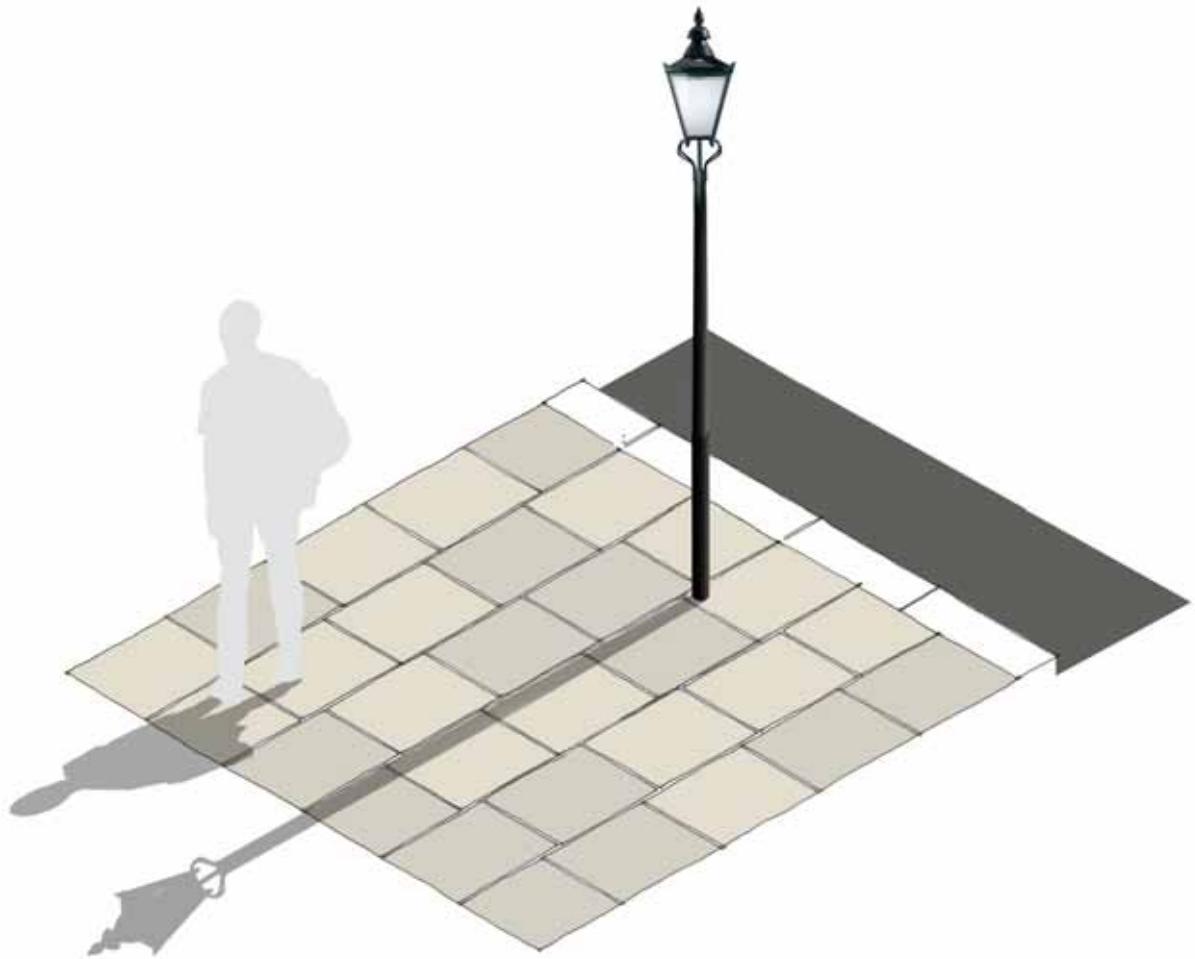


4.5.3 Detail	Seating
Principle	FITTING WITH FURNITURE SET
Considerations	Locate seat within the prescribed set margin adjacent to the kerb run. Organise within paving arrangement to reduce impact on paving slabs - ideally cut one slab only. Apply minimum cut width allowance against vertical surface. Ensure cut width is consistent around base of seat.



4.6 Lighting

4.6.1 Detail	Light
Principle	LIGHTING OPTIONS FOR SPECIFIC STREETS INCLUDE CATENARY AND WALL MOUNTED LIGHTING
Considerations	Locate columns within the prescribed set margin adjacent to the kerb run. Organise within paving arrangement to reduce impact on paving slabs - ideally cut one slab only. Apply minimum cut width allowance against vertical surface. Ensure cut width is consistent around base of column



Lighting scheme Little Clarendon Street Oxford

Technical details & Specifications

Appendix

5.1 Introduction

This section of the report covers a number of requirements and guidance related to:

- indicative costing for various different streets and spaces that can be used for S106 purposes in order to identify the broad level of costs for public realm implementation
- the technical requirements of access, paving standards and other public realm implementation elements
- guidance on how to effectively manage and maintain the public realm including an efficient street cleaning regime

5.2 Outline Costing

PURPOSE OF OUTLINE COSTINGS

This section provides a broad level of indicative costs to support the vision which will assist Kettering Borough Council in taking a holistic over view of development and public realm proposal budgets. This section also seeks to support future development within the area and ensure that developers and their architects are imaginative in delivering a good quality public realm environment for the planned future of Kettering.

The Outline costings are provided to support a number of aims;

- To provide indicative outline budget rates to allow a strategic overview of the streetscape hierarchy to guide street and space design including, public art, lighting and way-finding.
- To provide guidance on the budgeting and application of best practice streetscape design in Kettering Town Centre guided by the principles identified in the town centre palettes.
- To provide indicative budget costing information which can be used to inform the implementation of public realm and infrastructure projects in Kettering
- To provide a framework to assist KBC in developing S106 broad level costs and what level of funding should be sought.

The outline budget costs and rates provided overleaf are a broad and indicative range of high end cost bands that correspond to the central core and core edge areas. They reflect the application of the material palettes identified previously in this document whilst maintaining a degree of flexibility to allow the various area costs to be developed in detail to suit individual projects. Factors to consider for specific project budget definition include; site context eg heritage area, site levels and conditions that may need facilitating (such as in the Market Place and Bakehouse Hill), the percentage mix of hard paving and planting including number of trees, public art opportunities, seating quantity, feature and functional lighting.
The above list of factors to consider is not exhaustive, however, they are a good indication of the factors that will strongly influence detailed costs.

BUDGET RATE/ BAND DEVELOPMENT

The figures and ranges for each typology band have been influenced by the Market Place scheme final costs along with Sheep Street /Market Street outline Bills of Quantities. The ranges offer a generalised rate per metre cost and do not take account of specific elements as water fountains, canopies and extensive areas of steps. The budget rates also generally exclude costs associated with below ground services/ drainage infrastructure, landform excavation, site surveys, maintenance, consultation, design fees and inflation.
The actual budgets for individual projects and streets should be calculated in detail at project commencement based on a developed design brief/ specific proposal, taking account of site specific requirements along with current construction rates and market conditions by a Quantity Surveyor.

5.2 Outline Costing

CORE AREA,

Typical Urban Space;

Budget Cost Range – £800 to £1,000+ per m2

- Pedestrian focussed high quality hard urban space with events areas and café spill out.
- Paving; the majority of the surface is natural stone paving, with limited areas of aggregate topped concrete block.
- The street trees are large semi mature trees with substantial clear stem and underground guying, planted in tree pits with grilles within areas of hard paved surface.
- Feature lighting to key building facades, tree up-lights and streetscape features.
- Inclusion of functional lighting such as columns or wall mounted, selected to match furniture pallete and achieve defined ambient light lux levels
- Inclusion of extensive Public Art elements such as sculptures, water jets or paving features, such as the 'Kettering timeline'
- Seating and furniture, bespoke or to match the existing furniture palette with a hierarchy of potential feature elements such as canopy shelter and plinth seat walls/ steps.

Typical Principal Street;

Budget Cost Range – £500 to £800 per m2

- Pedestrian focussed hard streetscape high street with café spill out and retail frontage, flush surfaces and kerbs to define controlled vehicle movement where required.
- Paving; majority of natural stone with aggregate topped concrete block in areas that are accessible by vehicles (controlled access; servicing, emergency vehicles and limited access).
- Mature tree avenues and street trees planted in hard paved surface in flush tree grilles with underground guying.
- Some limited areas of feature and shrub planting within raised planters and containers to suit urban context.
- Some feature lighting to key building facades, tree up-lights.
- Inclusion of functional lighting such as columns or wall mounted, selected to match furniture palette and achieve defined ambient light lux levels
- Seating and furniture, to match the existing furniture palette with a hierarchy of potential feature elements such as limited bespoke seating located at key areas.

Typical Local Street;

Budget Cost Range – £300 to £500 per m2

- Pedestrian priority hard streetscape with defined vehicle routes where required.
- Paving; majority of natural stone in pedestrian areas with aggregate topped concrete block in areas that are accessible by vehicles (controlled access; servicing, emergency vehicles and limited access).
- Mature trees planted in hard paved surface in flush tree grilles with underground guying.
- Some feature lighting to key building facades, potential tree up-lights and features in minor spaces along street.
- Inclusion of functional lighting such as columns or wall mounted, selected to match furniture pallet and suit.
- Street typology/ scale and achieve defined ambient light lux levels
- Seating and furniture, to match the existing furniture palette with a hierarchy of potential feature elements.

CORE EDGE,

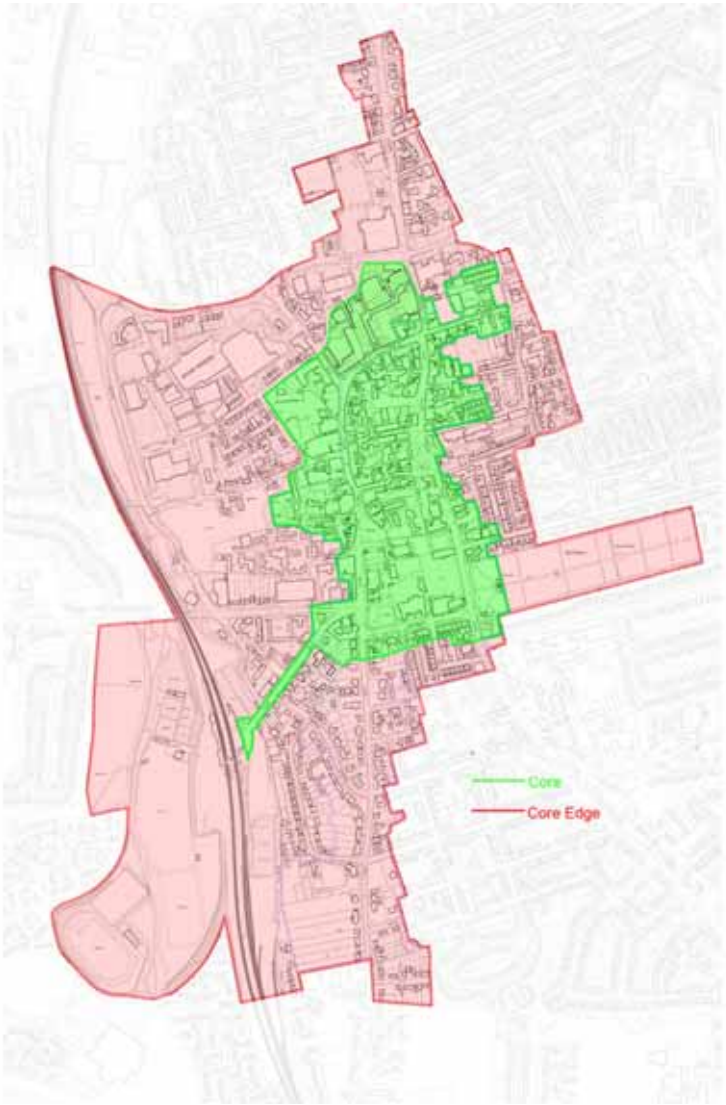
Typical Street;

Budget Cost Range – £200 to £300 per m2

- Pedestrian pavements and crossing points with defined vehicle street carriageway.
- Paving; majority of concrete with natural stone aggregate with natural stone kerbs/ edging
- Vehicle surfaces of tarmac with natural stone chips and aggregate topped concrete blocks in some key areas such as crossing points and parking.
- Mature trees planted in hard paved surface in flush tree grilles with underground guying and some street trees planted in softwork shrub planting/ limited grass verges.
- Inclusion of functional lighting such as columns or wall mounted, selected to match furniture pallete and suit street typology/ scale and achieve defined ambient light lux levels for vehicle and pedestrian use.
- Seating and furniture, limited to minor spaces and to provide rest points along long streets, to match the defined furniture palette.

CENTRAL CORE PALETTE	
Specification Overview	
Surface	Sandstone paved surfaces
Kerb	Granite Kerbs
Edge	Granite edge channel
Carriageway	Block paved/Tarmac chip
Furniture/ lighting	High Quality/Bespoke

CORE EDGE PALETTE	
Specification Overview	
Surface	Concrete Sandstone aggregate surface
Kerb	Granite kerb
Edge	Granite edge channel
Carriageway	Tarmac with chips
Furniture/ Lighting	Medium/High Quality



5.3 Implementation requirements

5.3.1 The design of access within the public realm should comply with Part III of the Disability Discrimination Act 1995 (DDA) which gives disabled people a 'right of access' to goods, facilities, services and premises. One of the key ways to comply with this act is to minimise clutter and maximise accessibility, especially for wheelchair users and those with mobility difficulties, the blind and partially sighted.

5.3.2 Specific detailed guidance is given in the following documents:

- BS8300 (2001) Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice: (HMSO)
- Inclusive Mobility. A guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport 2005)
- Guidance on the Use of Tactile Paving Services (Department for Transport,2005)
- BS5489 (2003) Code of Practice for Road Lighting (HMSO)
- BS 5395 – 1 (2001) Stairs, ladders and walkways. Code of practice for the design, construction and maintenance of straight stairs and winders (HMSO)

5.3.3 Further design guidance on the specification of surfacing and furniture is to achieve:

- Continuous unobstructed access routes to and around buildings .Access should not contain steps or other features which constitute a barrier to disabled people unless a suitable means for bypassing the barrier has been provided close by and is always available for use.
- Access routes on level ground should have resting places not more than 50m apart for people with impaired mobility.
- The minimum obstructed width of a footway should be 2,000mm. Where this is not possible because of physical constraints 1,500mm could be regarded as the minimum acceptable under most circumstances. By bus stops footway should ideally be a minimum width of 3,000mm and by shops a width of 3,500mm - 4,000mm.
- Access routes should be level or have the shallowest possible gradient. If it has a gradient of 1:20 or steeper it should conform to the recommendations for ramped access given below.
- Crossfalls on footways should be no steeper than 1:40 Where possible it is preferable to have a crossfall between 1:100 and 1:50.
- Temporary structures such as A boards, street market stalls and pavement café tables should be placed so as to leave clear pedestrian routes. This could be defined by two colours or textures in the paving.
- Street furniture should be located at or beyond the boundaries of an access route and positioned in consistent locations. If, for practical reasons, it is necessary to locate items within an access route, their presence should be clearly apparent, for example by ensuring that they contrast visually with their background.
- Free-standing posts and columns that support an entrance canopy or low level posts such as bollards should not be positioned within the width of an access route.
- Lights and signs should be mounted on walls or buildings whenever possible. If not, then they should be placed at the back of the footway, as near the property line as possible, with a maximum distance of 275mm between the property line and the edge of the pole.

• If lamps and signs are placed on the road side of the footway they should be at least 500mm away from the edge of the carriageway, increased to 600mm where there is severe crossfall. If there is more than one pole, they should be at least 1,000mm apart.
• Steps should also be carefully designed to comply with the DDA, and should be designed in accordance with BS 5395 – 1.
Guidance on designing steps:
• The presence of handrails is essential
• The sum of the going (tread less nosing) plus twice the riser (g+2r) should be at least 550mm and not more than 700mm
• The preferred range for the rise of a step should be 150mm to 170mm. In exceptional circumstances the rise could be within limits of 100mm and 180mm
• The going for a step should be 250mm to 300mm, with a preference for 300mm. Goings within a flight should be uniform and treads slip resistant
• Ideally, a step should not overlap the one below. If there is an overlap the nosing should not project by more than 25mm
• No flight should contain more than 12 risers. As far as possible, the number of risers in successive flights should be uniform
• The provision of isolated single steps should be avoided
• A unobstructed width of a stepped access route should be at least 1,000mm
• Each step nosing should contrast in colour and luminance with the remainder of the respective tread
• Tactile paving should be provided at the top and bottom of the flight. If practicable, this should extend beyond the line of each edge of the flight
• A flight of steps that consists of two or more risers should be provided with a continuous handrail on each side
• Each flight and landing should be well illuminated, providing a clear distinction between each step and riser. The illuminance at tread level should be 200 lux
Ramps
• Ramps should be carefully designed to comply with the DDA. Ramps should be limited in size, according to their gradient.
Further considerations when designing ramps:
• The minimum width of a ramp should be 2.0 metres
• The maximum cross-fall gradient slope of a ramp should be 1:50
• Landings between ramps should be a minimum of 1.5m wide and long, and ideally at least 1.8 metres wide and long
• All landings should be subject to a maximum gradient of 1:60 along their length and maximum cross-fall gradient of 1:40
• The surface of a ramp should contrast visually with that of the landing
• The surface of the ramp should be as slip resistant as possible
• If a series of ramps rises more than 2m, an alternative means of access should be provided
• Ramps should be well lit artificially, with an illuminance at the top and bottom of each flight of the ramp of 200 lux
• The maximum length of a series of ramps is 132 metres, with the preferred maximum length being 50 metres

5.4 Delivery - management and maintenance

5.4.1 Street Cleaning Regime

The use of high quality paving will create a robust and beautiful streetscape which if appropriately maintained will last for many years ahead. To protect this investment a cleansing regime should be put in place which:

- Provides cleansing of all street pavements
- Regularly removes stubborn stains and chewing gum to prevent the paving becoming permanently stained
- Takes into account the construction of surfaces including sub-bases, bedding layers, materials and joint types and fillers
- Ensures the construction and detailing of the surfaces, particularly around and below street furniture, is developed with maintenance operations in mind
- The 1990 Environmental Protection Act contains a Code of Practice for Litter and refuse which can be used as a minimum standard for cleanliness within Kettering

5.4.2 Maintenance

Appropriate maintenance and good repair are essential to a good quality public realm. It is therefore important that all paving is reinstated to match the specified paving materials. This is supported by the New Roads and Streetworks Act (1991) which requires statutory undertakers to reinstate with matching materials.

It is likely that any new schemes will warrant increased inspections/ maintenance/ cleansing regimes.
It is essential that funding is defined to provide for this and the term contractor should be involved in the project development to find ways of improving the maintenance regime and ensure compatibility with new schemes and maintenance developments.

It is important to try and prevent damage occurring in the first place. In particular, vehicular over-run and parking should be controlled wherever possible along with developing robust details and using durable materials to reduce potential damage.