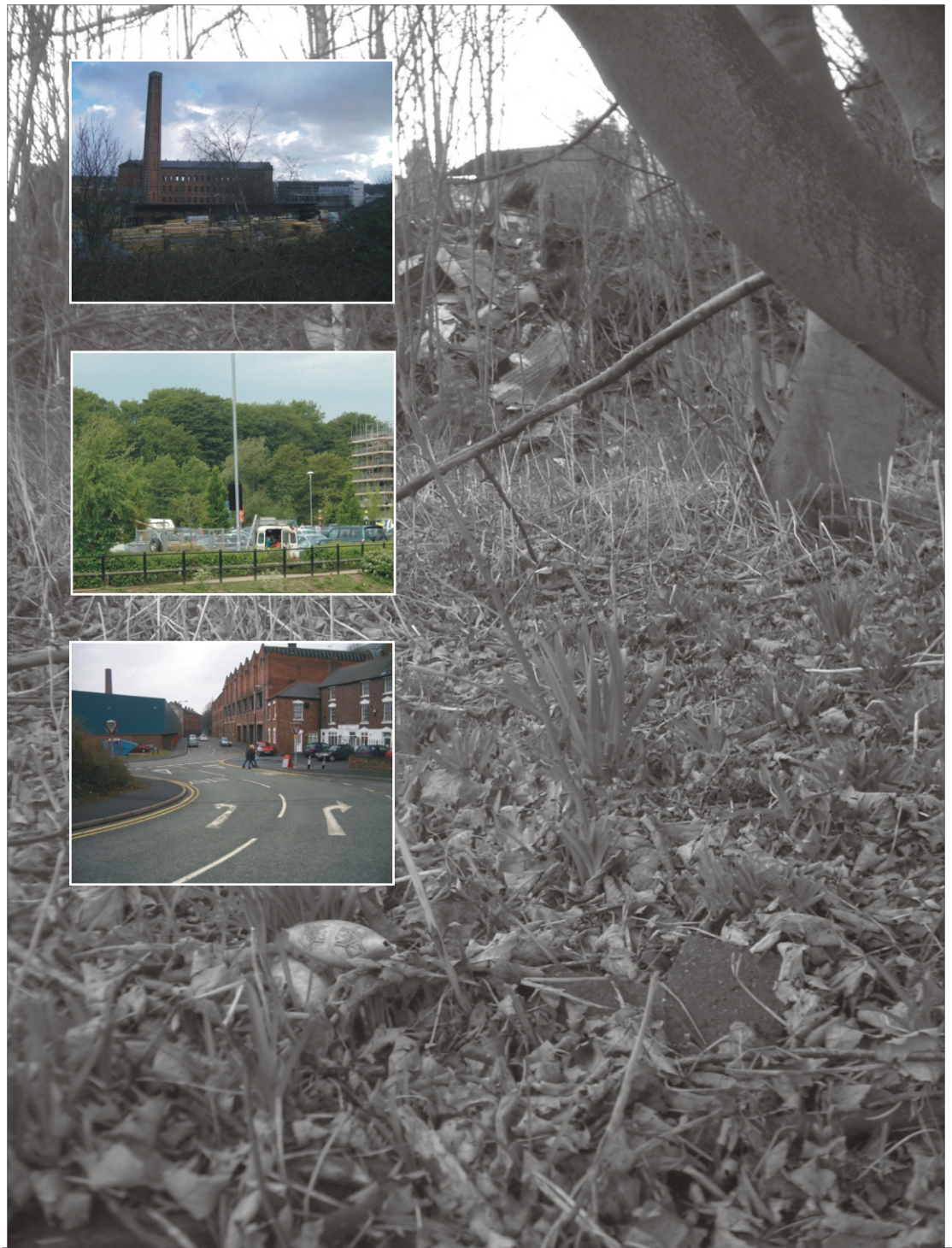
Wyre Forest District Council

Park Lane, Kidderminster
Public Realm Framework

Final Report - June 2006



WYRE FOREST DISTRICT COUNCIL

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architecture
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Contents

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1. Introduction

1.1. Wyre Forest DC (W.F.D.C.) are looking to manage the change earmarked for the Park Lane area where there is currently a barrier between the town centre and the adjacent Park Street residential area. The barrier currently consists of the following elements:

- The canal (with no bridge);
- Industrial and derelict land;
- Semi-industrial road;
- Despoiled greenspace; and
- Steep, sloping topography.

1.2. The barrier caused by the canal can be transformed by constructing a bridge, uniting the town centre with the Park Street area above. The elements of the bridge would be:

- The canal with a new footbridge;
- Attractive waterside housing;
- Uplifting and traffic calmed streetscape;
- A small town park;
- Carefully thought through, safe and accessible network of paths through the park linking proposed development to the canal and town centre.

1.3. A starting point for this process was 'Taking Nature to Heart' which identifies the site and defined some parameters for it. The next step in the process is a framework comprising:

- proposals to create safe access to the proposed park;
- sketch design and concepts for the park;
- streetscape design along Park Lane; and
- implementation strategy including cost estimates.

1.4. A design code will apply to street furniture, surface materials, the footbridge and boundary treatments, to provide a consistent and coordinated approach to the public realm design. The expectation is for the preparation of a palette of materials and treatments to compliment this part of the town's intrinsic character, linking the canal-side area of new housing, the town park and the existing housing above.

1.5. The implementation strategy outlines the survey's that need to be undertaken to inform more detailed design and cost estimates. Proposals for the park are presented in a modular fashion as phased options that can be tailored to strategic proposals, resources and timescale.

2. History

2.1. Park Lane is the historic boundary of the Dear Park that wrapped around the western side of Kidderminster. Park Lane was the main road to Stourport up until the New Road was built in 1830.

2.2. The Staffordshire and Worcestershire Canal runs parallel to Park Lane , it was opened in 1772, built by engineer James Brindley as part of his Grand Cross plan for waterways connecting Hull, Liverpool and Bristol.

2.3. Four historic maps were supplied for the study area dated; 1884, 1903, 1926 and 1939 (see Figures 2.1-2.4).

2.4. The wooded greenspace to the west of Park Lane on the steeply sloping, overgrown ground was historically wooded in its central section, but its northern section had a row of terraced houses built, parallel to Park Lane, in the 19th century midway up the slope. This terrace of housing was accessed by a ramped roadway leaving Park Lane at the Rock Works. The houses are still shown on the map of 1939. Four properties are also shown at the southern end of the greenspace. There may be contamination issues relating to these built elements and any public access.

2.5. The map of 1884 shows a glue works on part of the greenspace which may have contamination issues with respect to any public access.

2.6. The northwest boundary of the greenspace is formed by an old 3-4m high brick retaining wall into which is built a number of low vaulted ceiling storage areas which were accessed from the terrace of housing by a further ramped roadway.

2.7. The existing timber yard area is shown as a timber yard or saw mill on all of the historic maps, though an Iron Foundry is shown on a central portion of the site. There may be contaminations issues with the reuse of these areas.

2.8. Weavers Wharf included the original site of the Brinton's carpet factory. When it was redeveloped (completed in 2004) into a retail park with a large Tesco anchor store, the historic engine house, its chimney and Slingfield Mill were renovated and formed a focal part of the new development, the Piano Building is presently undergoing renovation as part of a mixed use development.

Park Lane, Kidderminster

Historic Plans

Figure 2.1-2.4

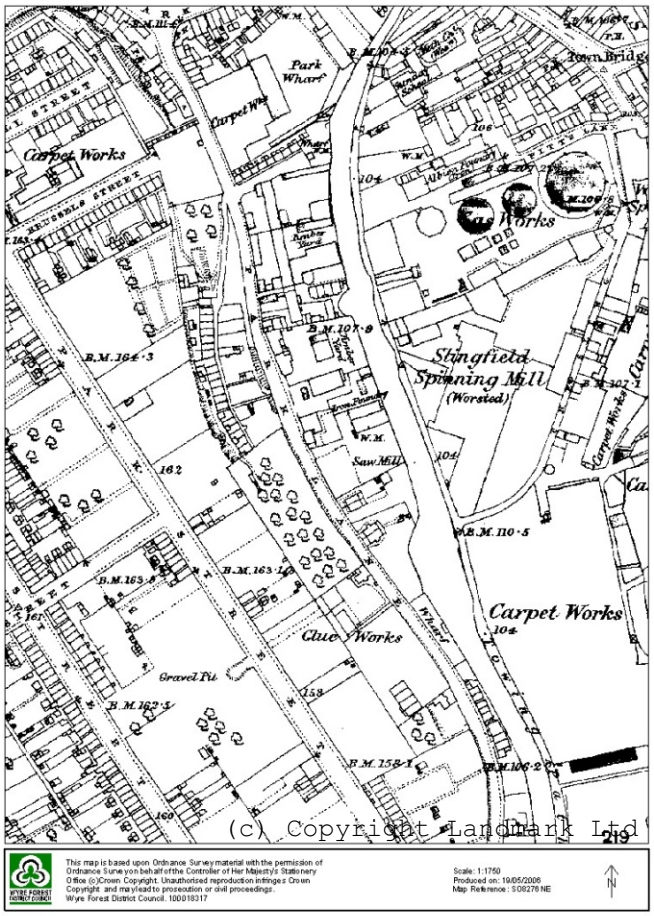


Figure 2.1 - 1884 Map

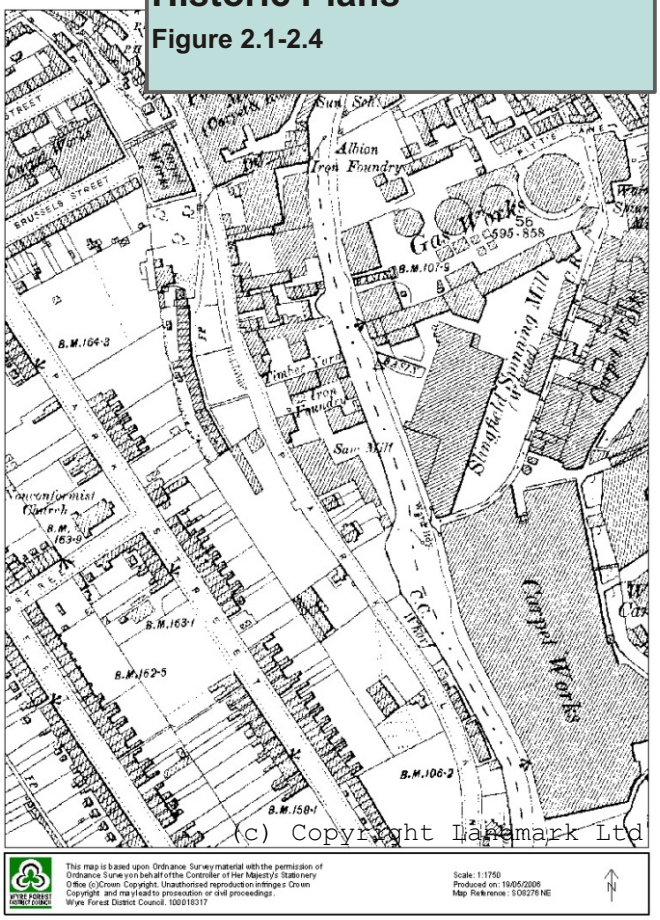


Figure 2.2 - 1903 Map

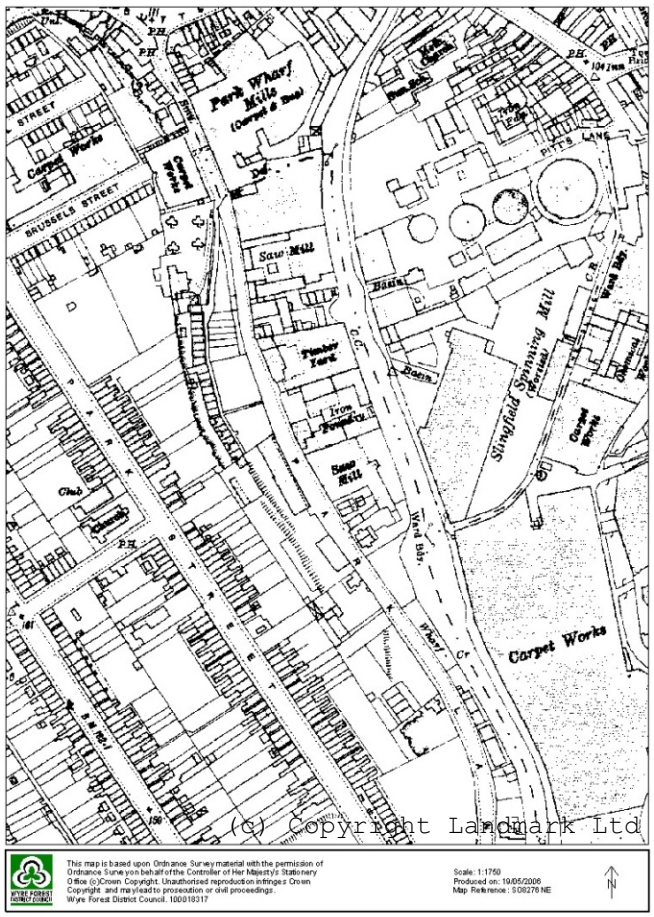


Figure 2.3 - 1926 Map

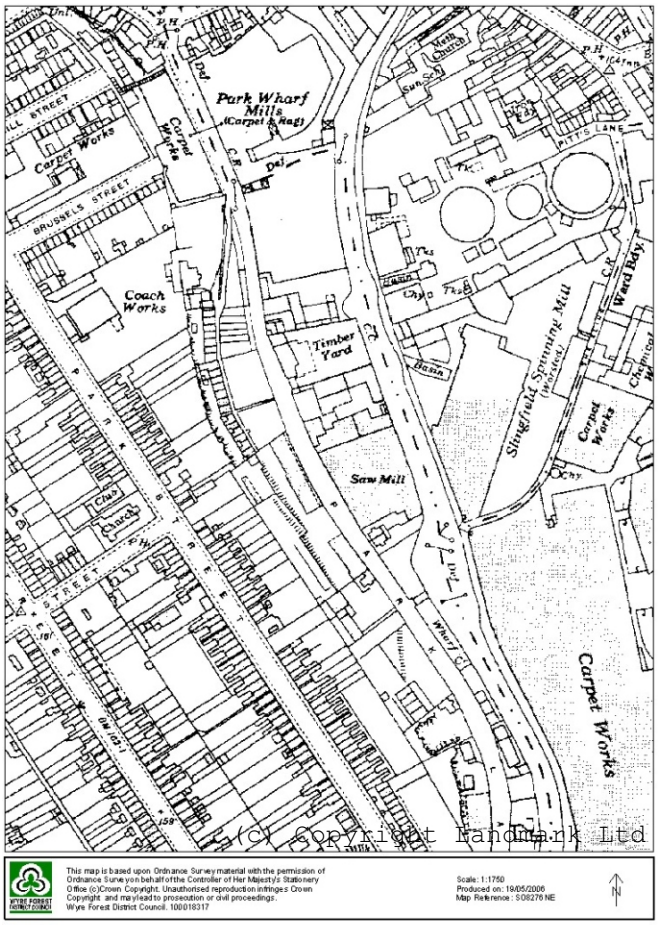


Figure 2.4 - 1939 Map

3. Landscape / Townscape Audit

3.1. There is a strong north-south orientation to this area dictated by the River Stour and the Staffordshire and Worcestershire Canal which divide the Town Centre from the western residential suburbs. Between the Canal and the River sits a recently constructed retail park, Weaver's Wharf, on the site of the Brinton's Carpet works (See Figure 3.1 and Photos 3.1 to 3.6).

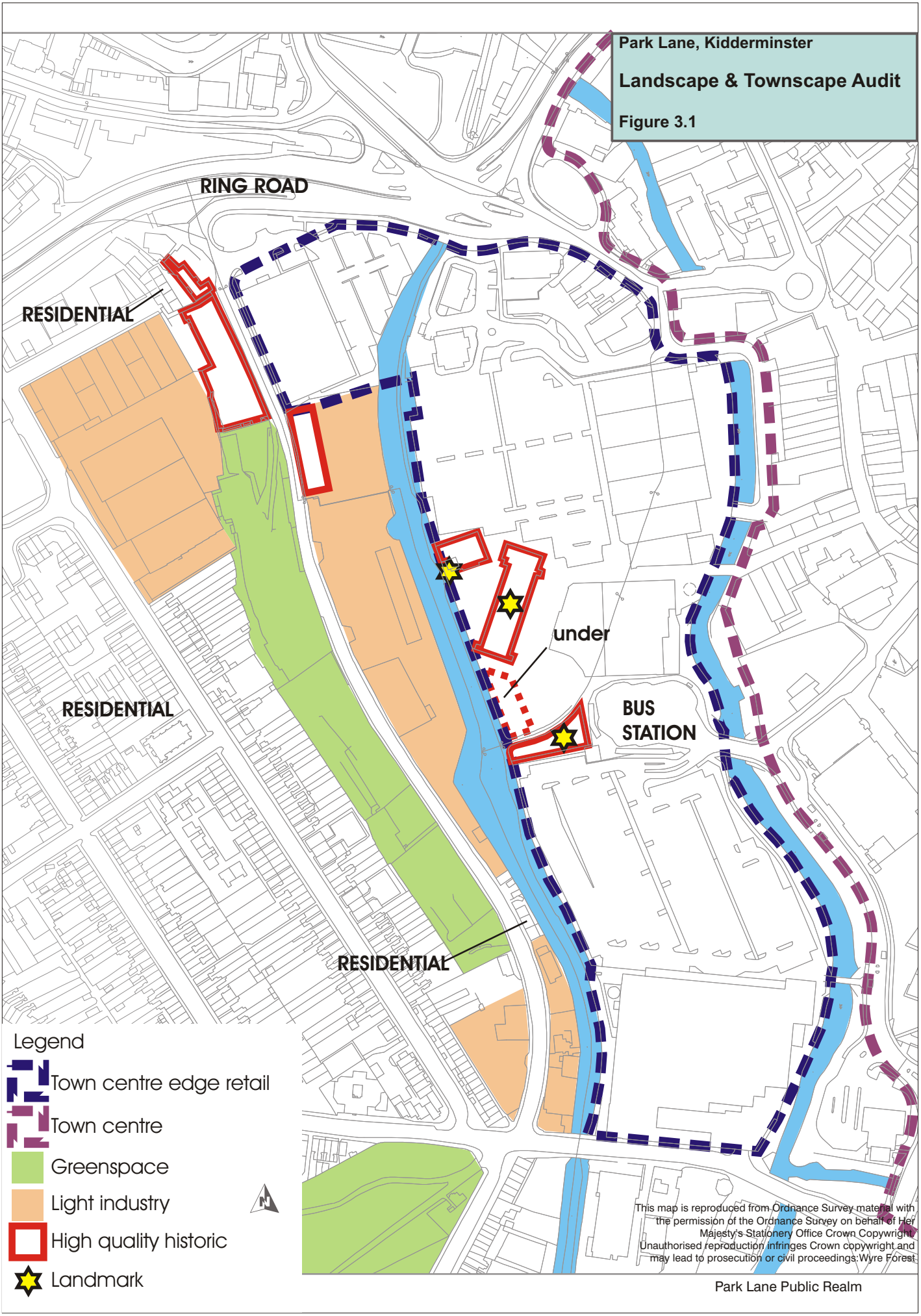
3.2. The Park Lane area lies to the west of the canal forming a long narrow strip. To the west of Park Lane is a steeply sloping wooded green space. To the north of this is the Rock Works and a number of smaller historic buildings built on the scarp slope. The Rock Works is a 3 storey, attractive, historic disused carpet factory built on a plot of land created by excavating the rock face, the northern section of which was added in 1927. Above the wooded greenspace and the Rock Works lies the Park Street residential area consisting of rows of Victorian Terraces backing onto the greenspace. The north of Park Street is an industrial estate.

3.3. Between Park Lane and the canal to the east, the land is flat and occupied predominately by the timber yard. To the south of this stretch of land is a short run of historic terrace houses and some older commercial units. To the north is Matalan, an anonymous portal frame building with limited associated parking.

3.4. The timber yard consists of; an open area for storage and vehicle manoeuvring, a relatively recent portal frame building, an attractive, historic three floor factory building bordering Park Lane and historic factory units bordering the canal. There is an electrical sub-station to the south of the timber yard.

3.5. The chimney to the Weaver's Wharf engine house is one of the most prominent landmarks in Kidderminster followed closely by the adjacent Slingfield Mill and Piano Building. Together these form a sub-area of real quality within the retail park looking out across the canal to the timber yard.

3.6. The bus station lies to the west of the Piano Building. An axial pedestrian link has been created running down the southern end of Slingfield Mill to the canal with a strong visual connections to the timber yard and Park Lane wooded greenspace beyond.


Park Lane, Kidderminster
Landscape & Townscape Audit
Figure 3.1
RING ROAD
RESIDENTIAL
RESIDENTIAL
under
BUS
STATION
RESIDENTIAL
Legend
Town centre edge retail
Town centre
Greenspace
Light industry
High quality historic
Landmark
N
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Park Lane Public Realm

Park Lane, Kidderminster

Landscape / Townscape Photos 3.1-3.6

Photo 3.1 - Wooded Open Space

Photo 3.2 - Park Lane looking south

Photo 3.3 - Timber Yard, Canal, Tow Path and Canal Square

Photo 3.4 - Northern End of Park Lane

Photo 3.5 - Engine House Chimney Landmark

Photo 3.6 - Park Street

4. Movement and Linkages

4.1. Park Lane forms the spine of the study area (see Figure 4.1) and runs north-south linking the ring road to Castle Road, the land in the study area is along the alignment of the original proposals to complete the ring road and is often used as a rat-run. The road is approximately 7m wide. A path runs the length of Park Lane on its eastern side, only the southern half of the western side has a footpath.

4.2. The ring-road feeds Park Lane to the north via a slip road which only allows traffic to exit the ring road, but not to access it. The slip road forms a tight curve as it enters the top end of Park Lane at a give-way junction.

4.3. A major artery of the canal system the Staffordshire and Worcestershire Canal runs north-south between Weavers Wharf and Park Lane. The tow path on the eastern bank is an important local and strategic foot/cycle path, there is no tow path or public access to the western bank. The River Stour is not navigable on this stretch and lacks foot or cycle access along its length. There is no pedestrian bridge on the canal between the ring-road and Castle Road and the two waterways plus the presences of the steep scarp slope up to Park Street with no through access, combine to create a near insurmountable barrier to direct east-west movement between the town centre and the Park Street area. Access can be gained to the north via the ring-road and to the south along Castle Road.

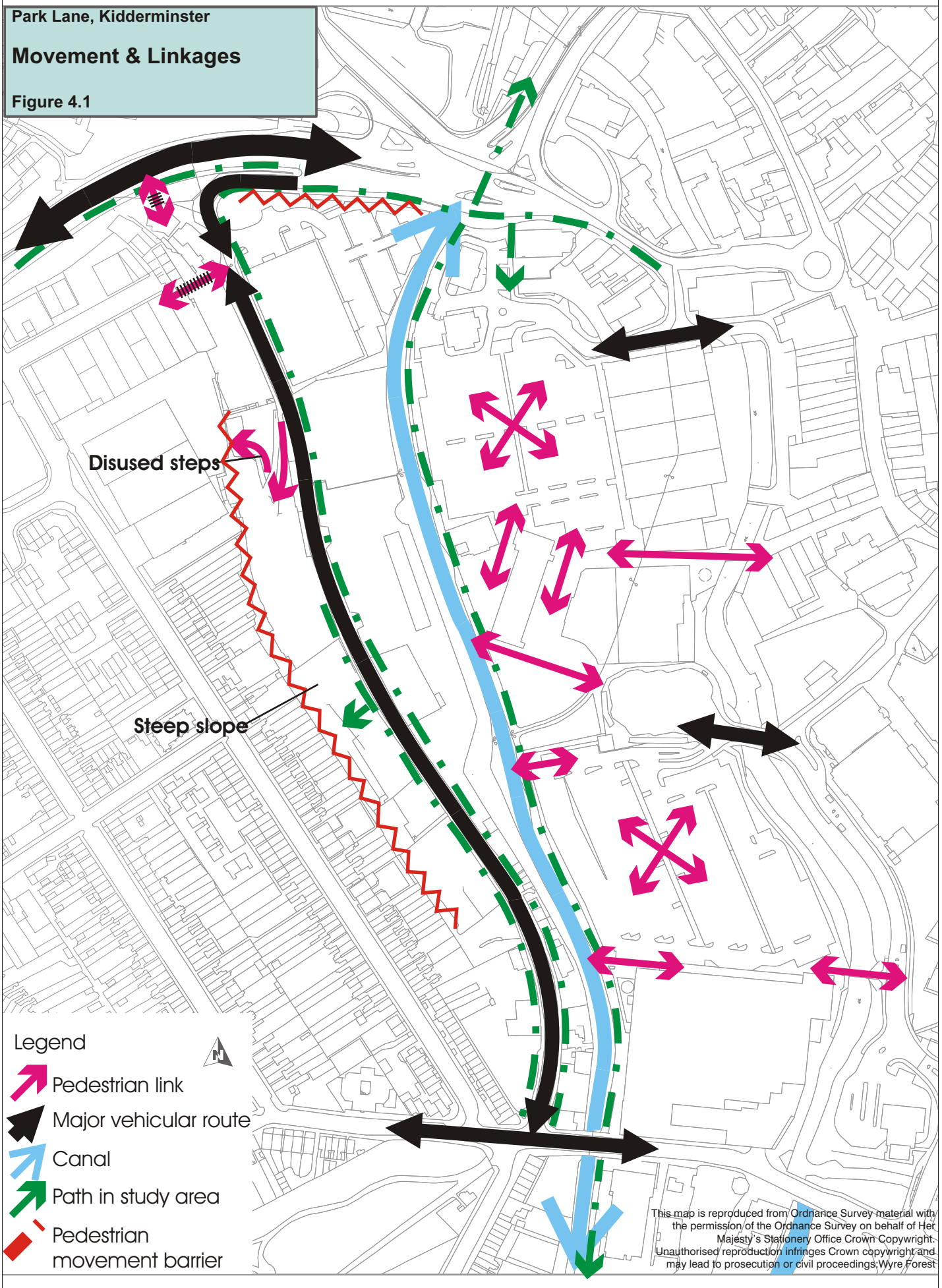
4.4. There is a historic, overgrown ramped access to the wooded greenspace from the Rock Works, this has recently been fenced off. A second access point to the greenspace is located opposite the Timber yard building, this is also fenced off. Historically there existed a stepped access in the northwest corner of the greenspace linking to Park Street, but this is no longer in use or accessible, the steps are in disrepair. There is a barely discernable, informal path along the central terrace of the greenspace.

4.5. Pedestrian access to the north is very poor. The ring-road forms a formidable barrier to movement which is only negotiable via steps ramps and underpasses. A long flight of steps run up past the northern end of the Rock Works to link Park Lane to Park Street, but they are a daunting prospect even to the most active.

Park Lane, Kidderminster

Movement & Linkages

Figure 4.1



5. Public Realm and Open Space Audit

5.1. The largest pieces of open space or public realm in the study area are;

- The Canal,
- The River,
- The Car Parks associated with the retail units
- The Wooded Greenspace
- Kidderminster Cemetery

These spaces, shown on Figure 5.1, reinforce the north-south orientation of the area and make east-west links difficult to achieve.

5.2. Slingfield Mill has a number of significant piece of public realm surrounding it.

- To the west is Canal Square, a block paved triangular space with a sunken amphitheatre (see Photo 5.1) with the Engine House restaurant overlooking it. This space is bound on its western side by the canal. Mooring line the canal at this point and the tow path rises up adjacent to the Engine House to negotiate an historic tunnel linking the canal to a basin (now filled in) on Weaver's Wharf. The open western aspect means this space gets good afternoon and evening sun.
- To the east of Slingfield Mill is the Market Square, a rectangular space originally built as part of the Weaver's Wharf development.
- There is an axial link along the southern end of Slingfield Mill between the Bus Station and the canal. A semi circular space opens up on this axis and is known as the Circus.
- A second axial link aligns with the north-eastern corner of Slingfield Mill and is a main route across the Stour to the town's retail core

5.3. The spaces around Slingfield Mill are currently under-used particularly in the evenings. The restaurant in the Engine House is isolated and not significant enough on its own to draw many people beyond Slingfield Mill to the Canal Square. Slingfield Mill does not have an active frontage on Canal Square and the area is dominated by retail uses. The Piano Building development should significantly improve the area by locating a residential population in its heart and creating more ground floor animation.

5.4. Together the formidable grouping of Slingfield Mill, the Piano Building and the Engine House tend to form a barrier between the town centre and the canal with Canal Square hidden behind the Mill buildings standing amongst a sea of car parking. These dramatic buildings, their setting adjacent to the canal and the spaces around them offer an opportunity to create a key focal area in the town of a quality not found at present but this will require a change in the area surrounding Canal Square, a change in ground floor uses, building relationships to spaces and an improvement to the quality of, or interest in the axial links to the town centre.

Park Lane, Kidderminster

Public Realm & Open Space

Figure 5.1

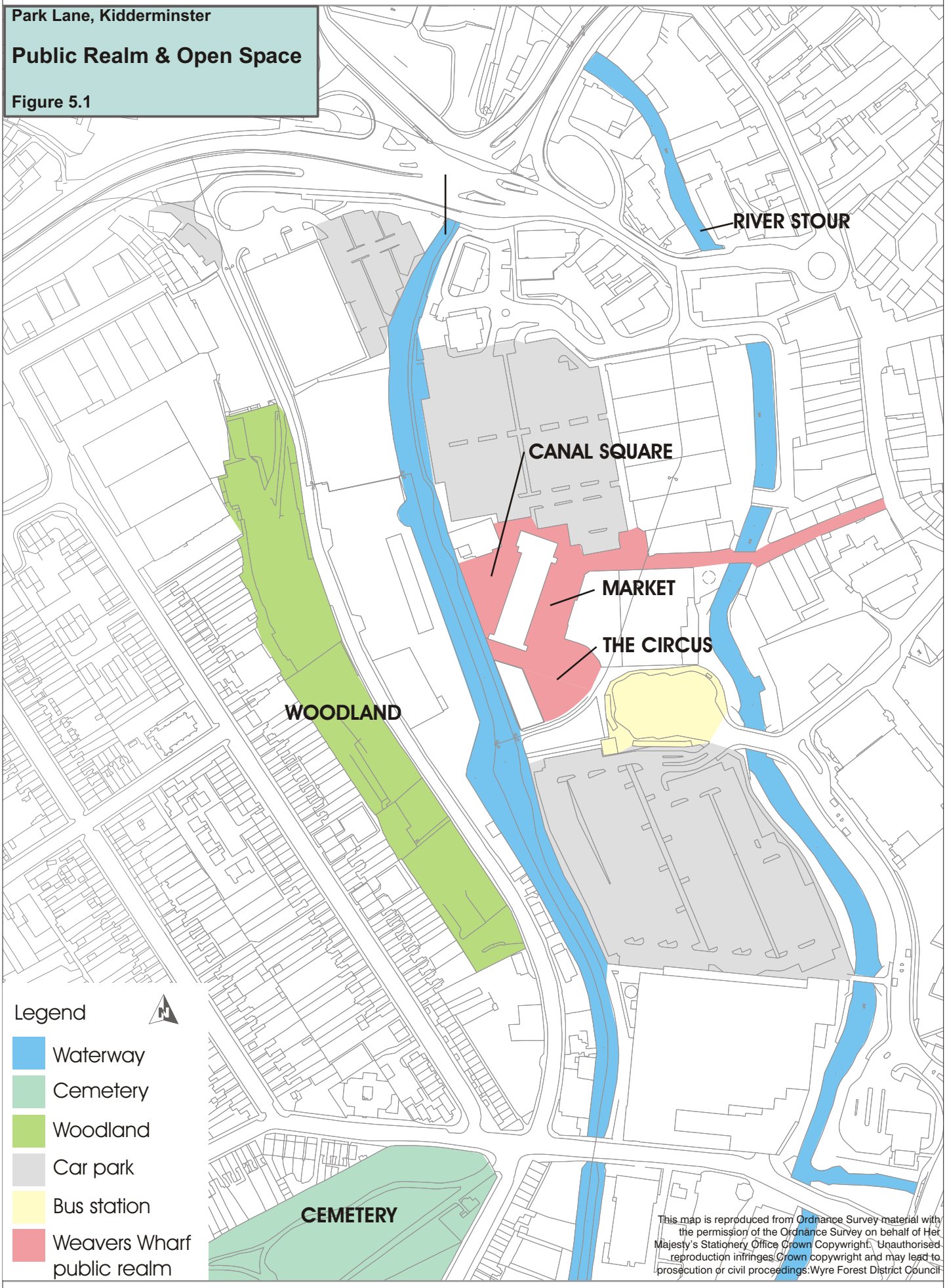


Photo 5.1 - Canal Square

Photo 5.2 - Market Square

Photo 5.3 - The Circus and axis to Bus Station, remainder of circus part of Piano Bldg development presently under construction.

Photo 6.1 - Views over Slingfield Mill from the wooded greenspace

Photo 6.2 - Southern end of Park Lane and the wooded greenspace looking north.

Photo 6.3 - Park Lane to the south of the Rock Works with base of ramped access to wooded greenspace on the right

6. Park Lane Wooded Greenspace – General Description

6.1. The greenspace (see Photos 6.1 to 6.15) to the west of Park Lane is a very steeply sloping site (see Figure 6.1) with levels to the east approximately 16m lower than those to the west. The average width of the open space is approximately 40m, so this gives an average gradient of 1:2.5. This facilitates good views over the town centre.

6.2. Most of this level difference is taken up by steep embankment, but there are significant brick retaining walls generally in a very poor state of repair as follows:

- along the length of Park Lane (height ranges from 0.75-1.5m)
- around the north western perimeter of the area(height ranges from 3-5m)
- internal retaining walls in the northern third of the area (height up to 3m)
- southern boundary wall (height ranges from 2m-10m)

6.3. At the northern end of the western boundary, there is also a stretch of red sandstone cliff between 3 and 4m in height

6.4. Recently, a galvanized steel palisade fence has been erected along the Park Lane boundary to secure the area

6.5. Historically the open space area had a terrace of houses running centrally in a north-south orientation. This terrace (now demolished) has created a level area varying in width from 5-20m. This terrace was accessed by a ramped roadway (approx. 5m wide) from the north-eastern corner of the area onto Park Lane.

6.6. The north-western corner of the open space has two level areas where building were historically located, there are interesting features recessed into the boundary retaining walls and sandstone cliffs. These are connected to the area where the terraced houses used to stand by overgrown ramped roadways.

6.7. The open space is generally well wooded, predominantly self-seeded sycamore and ash. There is a good semi-mature covering with many young trees and saplings coming through. Brambles cover most of the under storey and ivy covers many of the trees. Bluebells were seen to be coming through in areas without brambles.

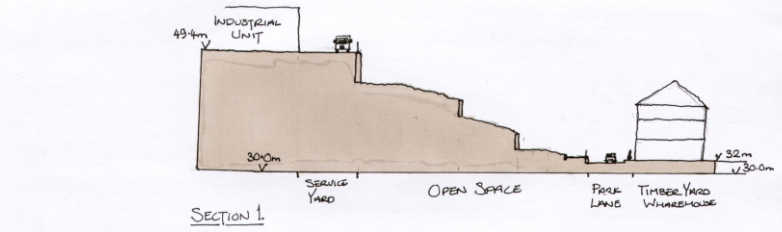
6.8. There are two access points to the open space from Park Lane, both are currently secured. The ramped access from the north-eastern corner mentioned above and a pedestrian gate opposite the modern timber yard portal frame building. There is a further access in the north-western corner of the site via a set of crumbling steps to the private land of some factory units on Park Street. At present it is not possible to achieve a east-west through route across the open space.

6.9. As well as the highly visible fly-tipping on the upper slopes of the wooded greenspace, there is a significant probability of contamination from historic use of the site either in the area where the housing previously stood, or in the area opposite the more recent timber yard portal frame building, where the map of 1884 indicates the location of a Glue Works.

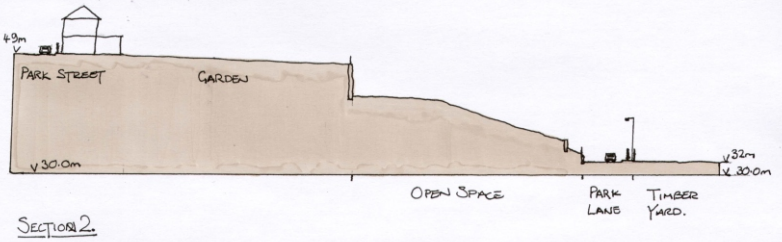
Park Lane, Kidderminster

Topography

Figure 6.1



SECTION 1.



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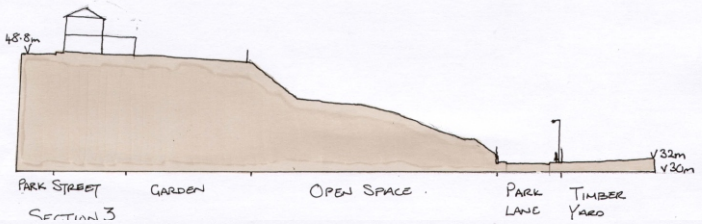
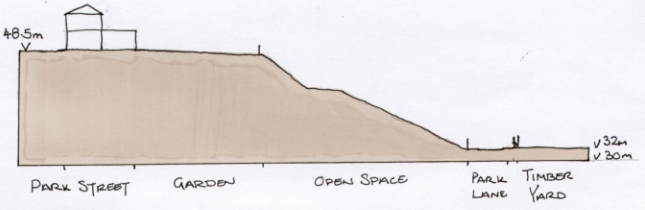
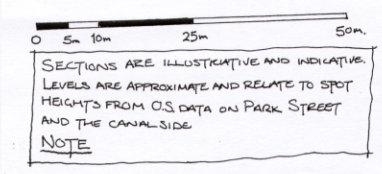


SECTION 3

SECTION 4.

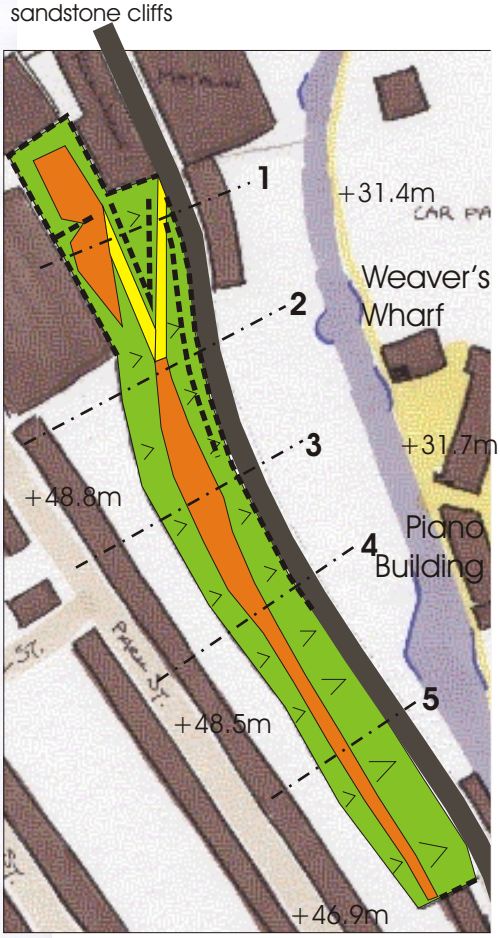


SECTION 5.



Note

All levels and wall locations are indicative. A topographic survey is required. Most of the walls are brick retaining walls, some are sandstone cliffs



Area of Generally Level Ground

Ramp

Steep Slope

Retaining Walls

+31.4m Spot Level from O.S. Data

Park Lane Public Realm

Park Lane, Kidderminster

Greenspace

Photos 6.4 to 6.9

Photo 6.4 - Fly-tipping from houses on wonspace

Photo 6.5 - Stepped access to industrial units on Park Street in disrepair

Photo 6.6 - Lush summer vegetation

Photo 6.7 - Wooded skyline encloses the town centre. View over the Stour

Photo 6.8 - Sandstone Cliffs in north west corner of wooded greenspace

Photo 6.9 - Retaining wall of variable height and quality. End of footpath on west side of Park Lane.

Photo 6.10 - Rear of houses on Park Street

Photo 6.11 - Fly-tipping at rear of Park Street houses

Photo 6.12 - Plateau area in middle of wooded greenspace

Photo 6.13 - Views over timber yard to St Mary's Church

Photo 6.14 - High retaining wall adjacent to new apartments requires structural survey. Need to consider relationship with neighbouring sites.

Photo 6.15 - Emerging ground flora in March

7. Vision

7.1. The proposals attempt to create a coherent street of residential character along Park Lane and to draw together the following elements along an east-west axis

- The Town Centre,
- Canal Square,
- the Canal,
- The Timber Yard housing Area and
- the new Park Lane Neighbourhood Park

to create an attractive neighbourhood of strong visual character and amenity that has clear links to the town centre (see Figure 7.1).

7.2. The wooded greenspace to the west of Park Lane will be the basis for a new town park which can be developed over time as the neighbourhood and town centre evolves.

7.3. The east-west link is created by extending the visual axis between Weavers Wharf and the Piano Building across the canal to a focal point that will be created in the park. A new bridge will cross the canal springing from Canal Square into an open space in the timber yard housing area and will complete Canal Square as a space which spans the canal.

7.4. The aim for street works to Park Lane are as follows:

- improved pedestrian environment
- visually more attractive
- less of a rat-run, and more an access road to a residential area.

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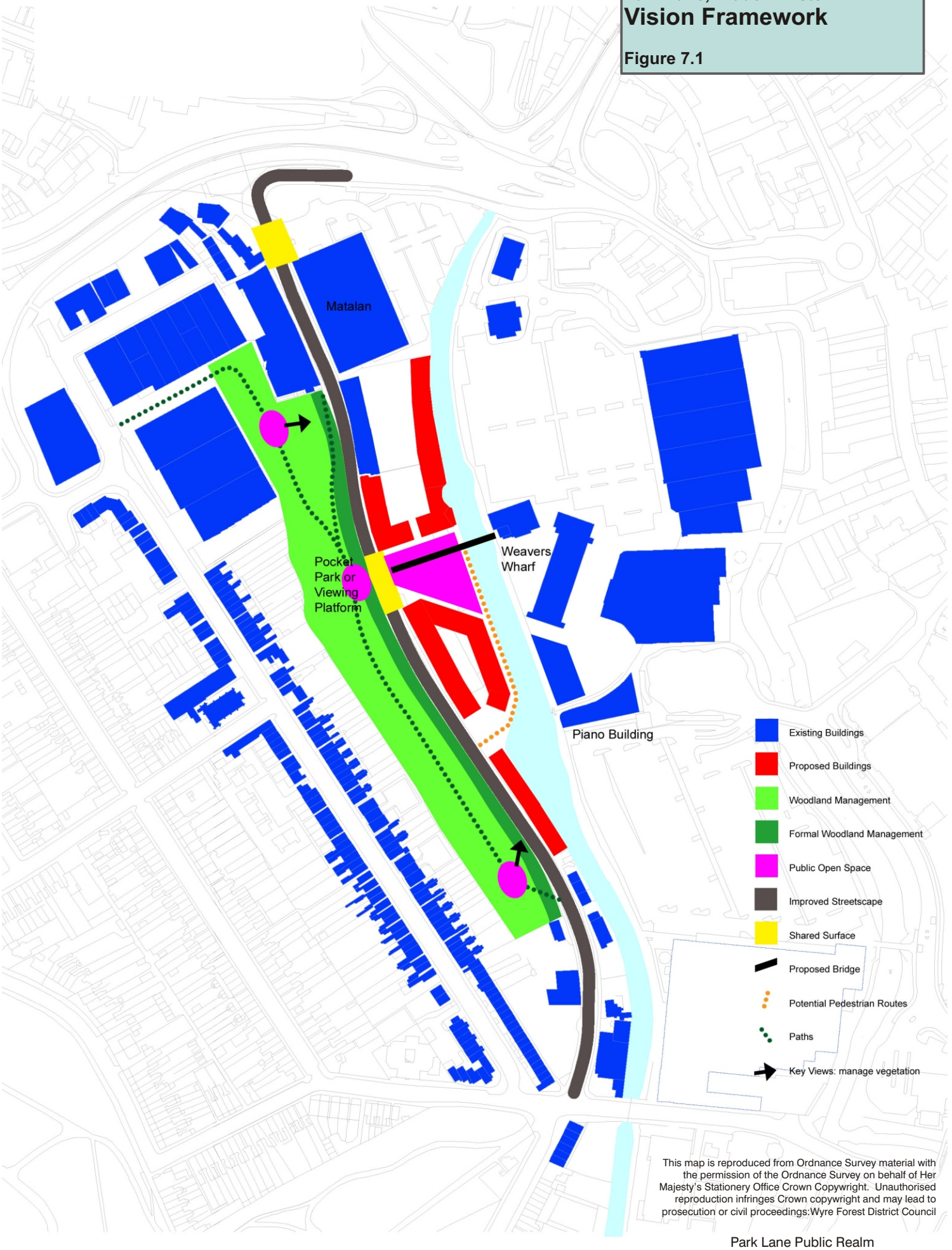
Vision Framework

Figure 7.1



8. Park Design

8.1. The key features of the open space are:

- Views over town centre
- Plateau Areas, Steep Slopes and vertical retaining walls and cliffs
- Woodland
- Wooded skyline viewed from afar

8.2. The new open space would be predominantly woodland and ground flora. A central viewing platform would be created adjacent to Park Lane. Three small glades would be cut out of the woodland on existing plateau areas to create viewing and resting areas. The glades would be locations for seating and artwork.

8.3. The viewing platform could be simply functional, or a piece of artwork in its own right, it will be an extension of the small square (linked by steps) spanning Park Lane on the central axis of the timber yard housing area, which is projected through Weavers Wharf from the bus station. The viewing platform would be a location for art work, lighting installations and a seating area. This new feature will help draw people from the town centre towards Canal Square. Conceptual sections and elevations for the pocket park are show in Figure 8.1 and 8.2 showing options with the viewing platform located on the existing terrace and a version with the platform built up from the side of the road to project the focal area toward the populated space. The first option building on existing topography would be the cheaper alternative. The height of the viewing platform must be carefully considered to balance the quality of views without losing a very direct connection with the street to ensure maximum use and safety from natural surveillance. Figure 8.3 show the variety of forms a free-standing viewing platform can take.

8.4. The glades will be linked by a series of ramped or sloping paths based on the existing site topography and ramped access in the north-east corner of the area. A third access point will be provided at the point where there is existing pedestrian access to the park opposite the timber yard.

8.5. The boundary with Park Lane is crucial and should take on a more formal appearance than the main woodland area. This will be achieved by creating an area of specimen trees set in ground cover planting along the whole length of the greenspace. The specimen trees will be revealed from within the existing woodland by cutting back the poorer and younger specimens. The prime ground flora will be ivy that can be trans-located from throughout the site, this will be highlighted in focal area by ornamental species and bulb planting.

8.6. The boundary detail along Park Lane will be a gabion wall as this is a relatively cheap, interesting and dynamic solution. It will be laid with random coursing using a mixture of lengths and heights of basket to disguise any long-term sagging in the wall. Railings will not be necessary unless one of the partial options is adopted below.

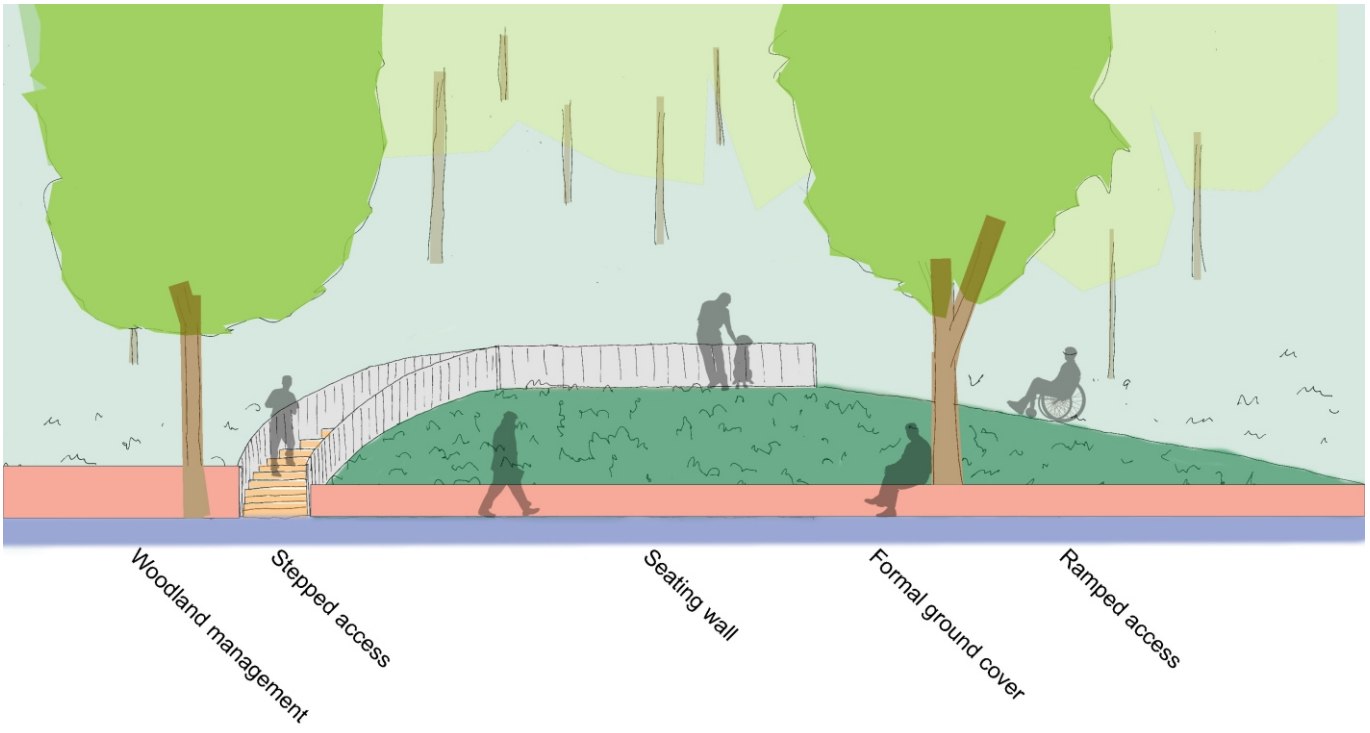
8.7. There may be an opportunity in the future to create a through route to the higher level Park Street area, around the existing disused steps in the north-west corner. This would be accessed from the adjacent glade.

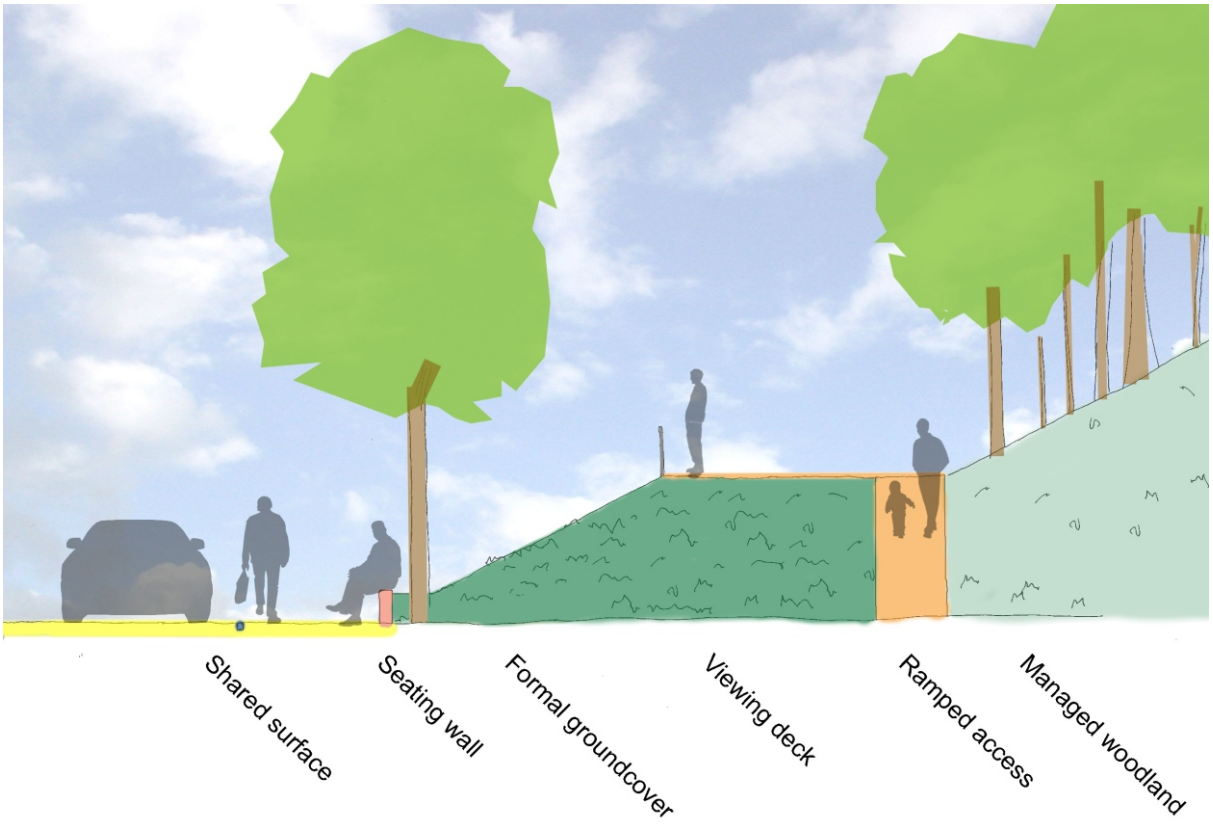
Park Lane, Kidderminster

Viewing Platform Option 1

Figure 8.1

Viewing Platform built on existing ground levels.



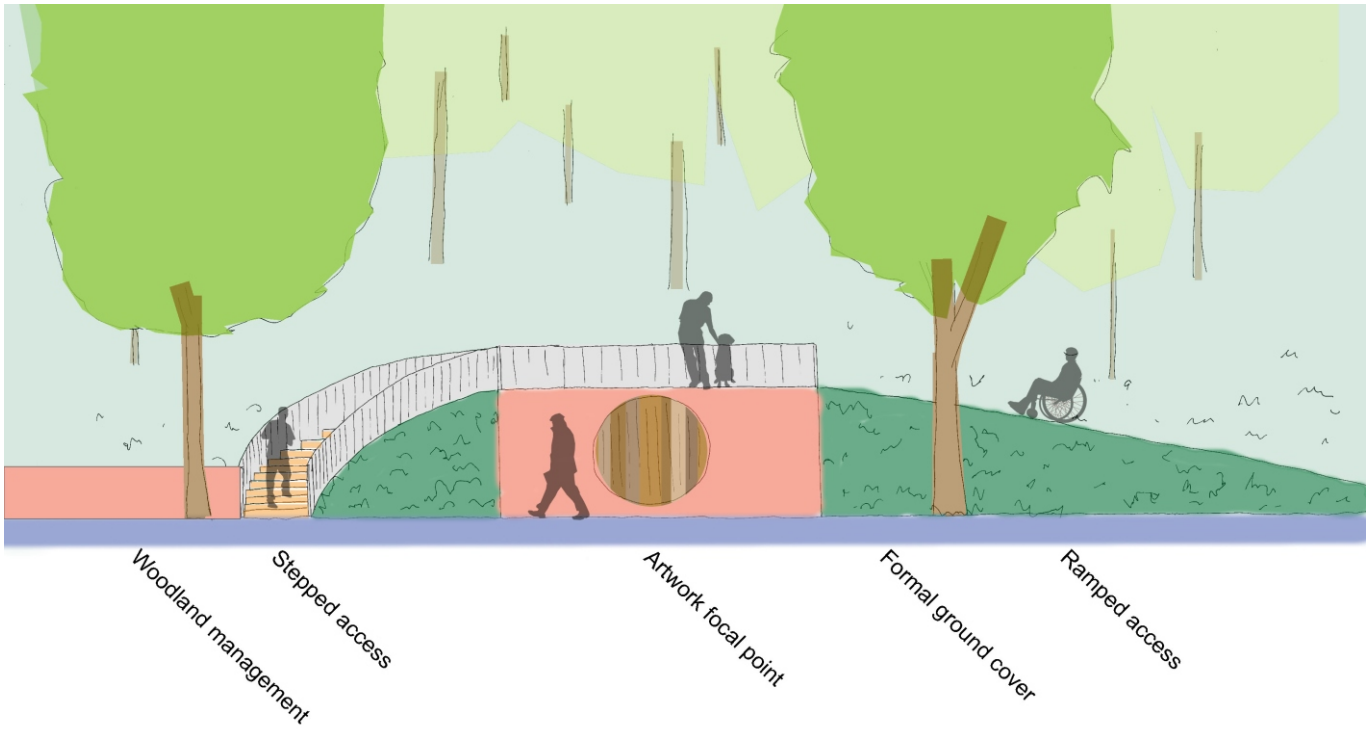


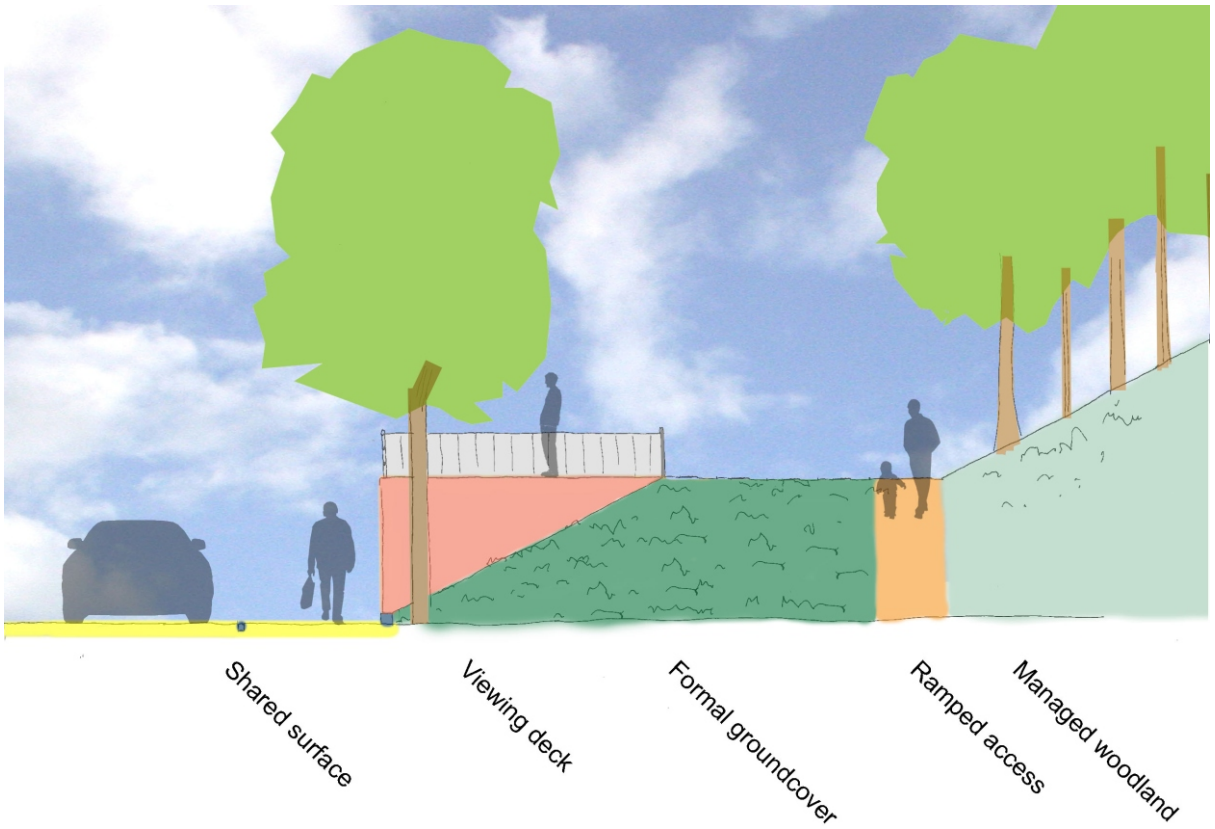
Park Lane, Kidderminster

Viewing Platform Option 2

Figure 8.2

Viewing Platform built up from back of kerb to project this focal area toward the housing area.





Park Lane, Kidderminster

Viewing Platform Examples

Figure 8.3

9. Timber Yard Residential Area and Related Open Space

9.1. A central space opening up onto the canal is proposed (see Figure 9), this is a triangular space which mirrors Canal Square and space will form a link between the town centre and the new park. A new footbridge will be the dominant element of the central green space and form its northern boundary. The footbridge will spring from the top of the arched bridge on the eastern tow path next to the Engine House chimney, must clear the water surface by 3m and will descend to meet Park Lane at gradients complying with the Disability Discrimination Act. The bridge must be a light-weight structure that enhances the space and waterscape, examples of footbridges are shown in Figure 9.2.

9.2. The land adjacent to the ramped access to the footbridge must be used in a positive way. Land to the south will have a sunny aspect and can be terraced gardens for public access, a feature can be made of what could be a pleasant seating area overlooking water. It may be possible to set a pavilion café or bar beneath the bridge ramp, or into any embankment with a small plaza area, therefore increasing the offer in Canal Square. There should be a hard seating and viewing area adjacent to the canal. The land to the north of the bridges approach ramp will be over-shadowed. A positive use of this shady area would be for an access road and car parking over-looked from the adjacent houses/ apartments.

9.3. The extended Canal Square will be linked to the new park and viewing point by a square spanning Park Lane. This will be created as a shared surface with, to slow traffic, pinch points at each corner with specimen tree planting or totem markers on the pinch points to denote a space with a different character to the remainder of the highway.

9.4. The northern block of housing incorporates the existing warehouse into a perimeter block. The canal–side boundary of the block is shown built up to the waters edge echoing the building line of the existing buildings in this area alternatively small gardens spaces might be introduced similar to those of the existing terraced houses to the south (see photograph below)

9.5. The southern perimeter block overlooks the extended Canal Square and is set back from the canal-side by 3m to create a new public path along a short stretch of this bank. This stretch of path extends southward to a small green space which links the canal to Park Lane at the widest point of the canal. The greenspace also provides the vehicular access into the southern perimeter block.

9.6. The narrow stretch of land at the southern end of the timber yard can be developed into a single row of 3-storey terraces with internal garages. Back yard spaces over-looking the canal can be provided similar to the adjacent existing terrace.

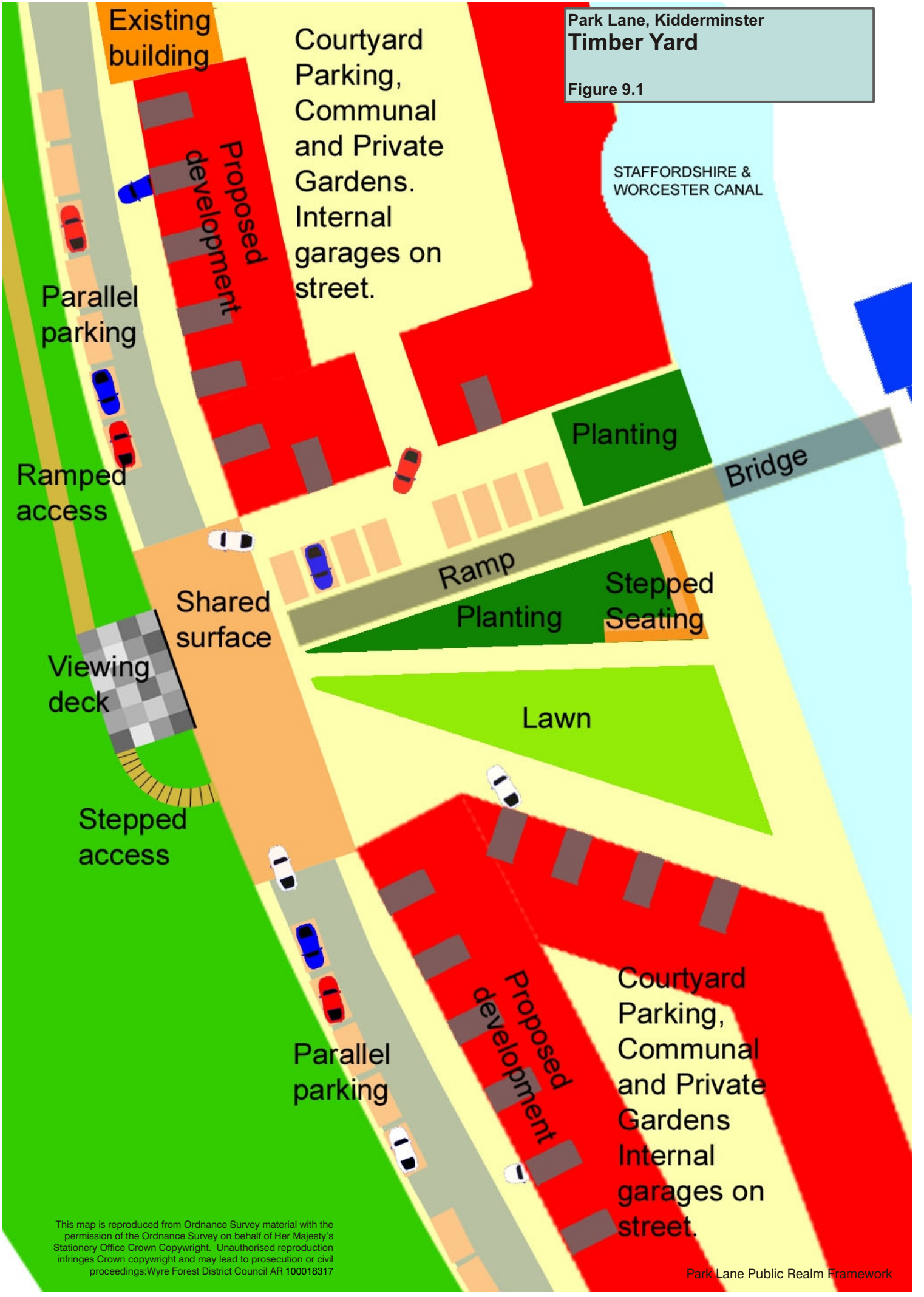
9.7. Sensitive parking proposals are essential to the successful development of this area, no one form of parking should dominate and rear parking courts should not promote the use of the back door as the main entrance to developments. Perimeter block must be big enough to generously accommodate a well designed communal landscape with courtyard parking and a mix of and private gardens to ensure the courtyard is not dominated by a sea of cars. The north-south orientation of these blocks will enable significant sunlight penetration to the courtyards, generally car parking will be concentrated in the southern part of courts. Internal garages should be used where possible in houses.

9.8. On-street parking might be proposed as shown in Figure 9.1, in places, this may require a developer to cut into the adjacent parkland, rebuilding the boundary retaining wall, this should only be considered where it can be done sensitively.

9.9. The main message with parking is variety in style to ensure that one form does not dominate, the following mix might be considered

- 10% External garages
- 30% On-street
- 30% Courtyard
- 30% Internal garages

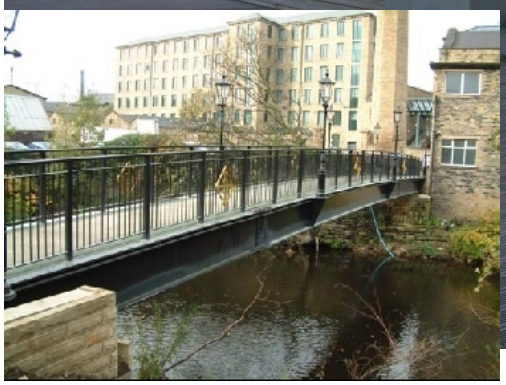
9.10. A few garage units should also be considered in place of houses or apartments in the perimeter blocks and terrace. Generally garages should be set on the southern side of perimeter blocks to increase the sunlight getting into the courtyard.



Park Lane, Kidderminster

Bridge Examples

Figure 9.2



10. Northern Entrance to Park Lane and the Rock Works

10.1. Presently cars come down the slip road from the ring road and carry that speed and bypass / rat run mentality on into Park Lane which results in excessive speeds on this straight road. The proposals create a new square to transform the character of the area (see Figure 10.1). The new square is projected from the existing quality commercial buildings adjacent to the Rock Works and is a shared surface accessed from a pinched slipway with a tightened curve leading to it. Bollard sockets can be set into the square so that, if necessary, a vehicular route can be defined through the space, but the aim would be to avoid segregation of traffic and pedestrians.

New Gateway Square Location

10.2. There is the opportunity to formalise the parking on the eastern side of Park Lane in front of the Rock Works with up to 7 parallel spaces. These may be associated with the a Rock Works development and augment parking in the under croft garages in the northern of the two Rock Works building. If further parking is required for Rock Works, the existing commercial parking area next to the new could share its parking which is used predominantly in the day time and on week days, if a financial arrangement could be made.

10.3. Pinch points would define each end of the parking area and slow traffic entering the square from the south.

Park Lane, Kidderminster

Rock Works Square

Figure 10.1

11. Street Layout

11.1. Proposals are set our in previous sections for shared spaces spanning Park Lane at the northern end of Park Lane and in its central section, otherwise, there are no proposals for changing the alignment of the pavements or roadways. The footpath on the western side of Park Lane only extends along the southern half of Park Lane (see Photo 6.9). Through the construction of the Neighbourhood Park, the retaining wall on this side could be set back to accommodate a new pavement up as far as the Rock Works.

11.2. The new shared spaces will be surfaced in a high quality block (stone or concrete), the remainder of the street and pavements will be surfaced in tarmac. A quality kerb and lighting can be used to draw the character of the new spaces along the length of the street but the major change in character will come from the new residential buildings on the Timber Yard and from the improved boundary treatment of the Neighbourhood Park. Good quality concrete flag paving will reinforce the domestic scale envisaged.

11.3. New lamp posts, lower than traditional highway lighting, with a pedestrian character, set at the back of kerb will create enclosure in the street that will encourage drivers to reduce their speed.

12. Design Palette

12.1. A design palette has been developed of attractive, robust materials and products as follows:

Park

- Paving – Tar Spray and Chip with timber board edging on tarmac
- Lighting (viewing Area only) - Motis Blade Clad Lantern and Motis Light Stack (4 metre) from Woodhouse
- Bench – Bespoke fair faced concrete with wooden slats.
- Bollard – Woodscape SPF Profile 250mm sqr, x 500mm long
- Bin – Broxap Pierhead Standard BX2311 in dark grey

Street

- Surfacing – Tarmac Road, Dark Grey Granite Kerb, Charcon Ecopave Slabs on Pavement
- Lighting – Phillips Metronomis Cambridge, post-mounted
- Bollard - Broxap Pierhead Tall in dark grey
- Bin – Broxap Pierhead Standard BX2311 in dark grey

Shared Surface, Central Open Space and Housing Area

- Surfacing – Light/Dark Grey Granite Blocks mix
- Lighting – Motis Blade Clad Lantern and Motis Light Stack (4 metre) from Woodhouse
- Bench - Escofet Tramet bench and seat (i.e. with back rest)
- Bollards – Broxap Pierhead Tall in dark grey
- Bin – Broxap Pierhead Standard BX2311 in dark grey

Images of these products are shown on the following page.

Park Lane, Kidderminster
Palette

Figure 12.1





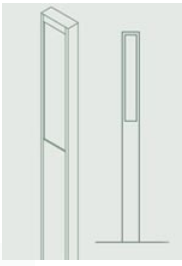
PARK

Paving - Tar Spray and Chip with timber board edging on tarmac
Lighting (viewing Area only) - Motis Blade Clad Lattern and
Motis Light Stack (4 metre) from Woodhouse
Bin - Broxap Pierhead Standard BX2311 in dark grey
Bollard - Woodscape SPF Profile 250mm sqr, x 500mm long
Bench - Bespoke fair faced concrete with wooden slats.



STREET

Surfacing - Tarmac Road, Dark Grey Granite Kerb, Charcon Ecopave Slabs on Pavement
Lighting - Phillips Metronomis Cambridge, post-mounted
Bin - Broxap Pierhead Standard BX2311 in dark grey
Bollard - Broxap Pierhead Tall in dark grey


SHARED SURFACE, CENTRAL OPEN SPACE AND HOUSING AREA

Surfacing - Light/Dark Grey Granite Blocks mix
Lighting - Motis Blade Clad Lattern and
Motis Light Stack (4 metre) from Woodhouse
Bin - Broxap Pierhead Standard BX2311 in dark grey
Bollards - Broxap Pierhead Tall in dark grey
Bench - Escofet Tramet

12.2. The surfacing proposed in the park area is a basic, but attractive tar spray and chip on the flexible macadam base. Tarmac is also proposed for Park Lane, but with a mix of light and dark grey granite setts used on shared surfaces which will be focal areas. A similar mix is proposed for the central open space on the park. Pavements on Park Lane are shown as the Charcon Ecopave. An attractive concrete paver that minimises energy use in its production and maximises use of recycled products.

12.3. Road lighting is set out as the Phillips Metronomis Cambridge luminaire. This evokes an historic form of lighting but deliver it in a contemporary fitting. At focal areas: the shared surface and the central open space, the Woodhouse Motis Blade post top lamp is used in conjunction with the Motis Light Stack (4 metre) which is basically an oversized bollard lamp. These will help create a sleek contemporary night-time environment. These fittings are also proposed for the focal area of the park to create a strong link to the urban spaces.

12.4. Bins and bollards are from the robust Broxap Pier Head range which have an attractive contemporary look. Wooden bollards are proposed in the park area. The benches put forward have a ‘chunky’ wood look to them that can be seen to derive from the design language of the canals but still has a contemporary look. In the park area the wood is supported by a solid concrete base to reduce the risk of arson.

13. Implementation

13.1. It is essential that the issues relating to the Wooded Greenspace are better understood so that more accurate cost estimates can be produced for the construction of the Neighbourhood Park. The following surveys should be undertaken:

- Topographic Survey
- Structural Surveys of the numerous retaining walls
- Ground Contamination
- Tree Survey
- Phase 1 Habitat Survey
- Bat Survey

Park Phasing Options

13.2. It may not be possible to implement all of the proposals for the new Neighbourhood Park in one go, so a number of options are set out below that would enable a phased approach to delivery of the park. The options discussed are:

- Security
- Safety (two alternate options)
- Free-standing Viewing Platform
- Pocket Park
- Neighbourhood Park

Security

13.3. This option improves the security of the site by upgrading or replacing the fencing along the length of Park Lane. No public access to the open space is provided.

- Budget Option – Paint palisade fencing black
- Mid-range Option – Plastic coated mesh fencing
- Enhanced Option – Powder coated black Mild steel railings
- Remove fly-tipping

Safety 1

13.4. This option builds a new retaining wall along the length of Park Lane to create a quality edge. No public access to the open space is provided.

- New brick retaining with sandstone coping or rock-filled gabion wall
- Fencing optional
- Remove fly-tipping

Safety 2

13.5. This option builds a new retaining wall along the length of Park Lane to create a quality edge. No public access to the open space is provided.

- New brick retaining with sandstone coping or rock-filled gabion wall

- Rebuild internal retaining walls
- Fencing optional
- Remove fly-tipping

Free-standing Viewing Platform

13.6. A feature viewing platform could be constructed as a free-standing element that would require minimum works to the existing greenspace but still create an exciting new element in the town centre. This option would cause minimum disturbance to any existing habitat (and could provide new bat habitat) and will only require limited disturbance of the existing ground which may be a particular benefit if there are contamination issues. A viewing platform could be constructed on stilts with stepped and ramped access. The platform could be simply constructed from galvanised steel, or as an elaborate sculptural piece in its own right.

13.7. The Viewing Platform option could be combined with one of the safety or security options.

Pocket Park

13.8. Facilitate access to a small focal area of the park. The open space is very long, this means that a lot of money has to be spent on boundary treatments, whether it be fencing or the retaining wall. This option enables money to be concentrated in a small area to make a significant difference at a key point. Includes:

- Create viewing platform
- Clear brambles
- Tran-locate ground flora
- limited tree removal
- limited seating
- lighting
- steps
- artwork
- removal of fly-tipping
- construction of viewing platform
- construction of the relevant stretch of retaining wall.

13.9. The Pocket Park option could be combined with one of the safety or security options.

Neighbourhood Park

13.10. This option delivers the entire concept for the park area, it includes:

- Site Clearance
- Removal of Fly tipping
- Significant removal of trees
- Set-back retaining wall on north half of the western side of Park Lane to create pavement
- Rebuild retaining walls on Park Lane
- Rebuild internal retaining walls
- lighting
- steps
- paths
- street furniture
- construction of viewing platform
- create 3 glades (turf amenity grass area with timber board edging)

- Translocation of ground flora from amenity grass areas
- Artwork
- No fencing work is required in this option

Cost Estimates

13.11. It should be noted that these are budget figures only, provided by the respective suppliers or manufacturers. The rates used are current at this time and do not include any supplier discount. No costs are included relating to the provision of electrical supplies to streetlamps. Exclusions are as follows:-

- Preliminaries
- Statutory Undertakings
- Design, Planning and Local Authority, Building Control and other Professional Fees
- Contingencies
- Tender Price Inflation
- VAT

13.12. Cost Estimates are shown in Appendix A, in the absence of structural and topographic surveys, assumptions relating to the length, height and structural integrity of the retaining walls are made. Lengths and heights of walls are estimated from the audits undertaken and from ordnance survey data. A cost is allowed for replacing all walls as many of them appear to have structural problems. No allowance is made for any temporary supporting work for retaining walls. No allowance is included for remediation of any ground contamination.

13.13. Once more basic information is available from the surveys, more detailed cost estimates can be developed relating to the range of options outlined above particularly in respect to the renovation of retaining walls and any ground contamination issues.

13.14. The following table contains a summary of the estimates:-

Project	**Cost Estimate**
Park Lane Boundary Railing/Walling	Range from £20,000 to £88,000
Park Lane Greenspace (excluding pocket park area and boundary detail itemized seperately)	£290,000
Pocket Park	£110,000
Timber Yard Public Space	£370,000
Park Lane Street Works	£400,000
Rock Works Square Shared Surface	£75,000
Timber Yard Square Shared Surface	£60,000

Costs Estimates According to Park Phasing Options

13.15. Section 13 sets out phasing options for the park. The cost estimates produced can be amalgamated to produce estimates for each of the Phasing Option:-

Project / **Phase**	**Cost Estimate**
Security (each includes £15,000 for removal of fly-tipping)	
Budget Option – Paint Palisade Fence Black	£35,000
Mid-range Option – Plastic coated mesh fencing	£48,000
Enhanced Option – Powder coated black mild steel railings	£65,000
Safety 1 (includes £15,000 for removal of fly-tipping, no fencing included in cost estimates)	
Brick Boundary Wall with sandstone coping	£105,000
Alternate gabion wall	£95,000
Safety 2(includes £15,000 for removal of fly-tipping, no fencing included in cost estimates, gabion boundary wall assumed)	£235,000
Pocket Park	£110,000
Neighbourhood Park (including pocket park elements)	£400,000

MANAGEMENT

13.16. It is essential to consider the management of the park, in all its phases, from the outset. The safety and security options would suit a low-cost naturalistic form of management to maximise wildlife value and promote screening of any fencing with naturally occurring ivy and other vegetation.

13.17. The Neighbourhood Park option would require a formal management regime to a 10m wide band along the front of the greenspace, with a more naturalistic regime to the rear.

13.18. Once fly-tipping has been cleared up, the residents on Park Street must be consulted on how to minimise its recurrence. A combination of enforcement and education relating to wildlife value should be considered along with a redefining of the rear boundary of properties with remedial fence works.

Appendix A – Cost Estimates

PARK LANE GREENSPACE BOUNDARY

Item	Qty	Unit	Rate	Total	Option 1
Green space fencing and Walling					
Park Lane Boundary Fencing					
Paint palisade fencing black - Budget Option	330	m	60.00	19,800	
Plastic coated mesh fencing; 1.80m high - Mid range option	330	m	100.00	33,000	
Powder coated black mild steel railings; 1.80m high - Enhanced option	330	m	150.00	49,500	
				0	
Park Lane Boundary Walling				0	
Retaining brick wall; sand stone coping (1m high)	120	m	300.00		36,000
Retaining brick wall; sand stone coping (1.5m high)	130	m	400.00		52,000
				0	
Gabion retaining wall with structured loose filled rock - Alternative (1m & 1.5m high)	315	m²	250.00	78,750	
Fencing and Walling Total Cost				N/A	88,000

Assumes retaining walls reconstruction does not need temporary supporting works

PARK LANE GREENSPACE

Item	Qty	Unit	Rate	Total
Site Clearance (assumed disposal to tip)				
Clear Bramble throughout site	12,800	m²	2.00	25,600
Clear 80% trees along 10m corridor	3,200	m²	5.00	16,000
Clear 30% of trees in remainder of site	9,600	m²	3.00	28,800
Remove fly tipping (including disposal)	1,500	m²	10.00	15,000
Clear 2 glades and Turf with amenity grass	600	m²	8.00	4,800
Site Clearance Total Cost				**90,200**
Internal retaining walls				
Brick retaining with precast conc. Coping (North end)	375	m²	350.00	131,250
Rebuild rising retaining wall in reinforced conc.; 0.5m - 6.00m (South end)	20	m	500.00	10,000
Fencing and Walling Total Cost				**141,250**
Footpaths and Kerbs				
Tar spray and chip footpath, 2m wide with timber board edge	400	m	70.00	28,000
Footpaths and Kerbs Total Cost				**28,000**
Landscaping				
Turf with amenity grass	600	m²	15.00	9,000
Landscaping Total Cost				**9,000**
Site Furniture				
Bench - Concrete base with timber slats	4	nr	2,000.00	8,000
Artwork	1	item	10,000.00	10,000
Site Furniture Total Cost				**18,000**

SUMMARY				
Site Clearance Total Cost				90,200
Fencing and Walling Total Cost				141,250
Footpaths and Kerbs Total Cost				28,000
Landscaping Total Cost				9,000
Site Furniture Total Cost				18,000
TOTAL				**286,450**

Does not include cost for the Park Lane boundary wall/railings. Assumes retaining walls reconstruction does not need temporary supporting works

POCKET PARK

Item	Qty	Unit	Rate	Total
Site Clearance (assumed disposal to tip)				
Viewing Area				
Clear Vegetation	750	m²	1.00	750
Site Clearance Total Cost				**750**
Fencing and Walling				
No allowance made				
Fencing and Walling Total Cost				0
Groundwork's				
Excavating to reduce levels for pedestrian (assumed 400mm deep)	190	m³	5.00	950
Filling to make up levels for footpath - Hardcore 150mm	71	m³	30.00	2,138
Compacting bottoms of excavations	475	m²	0.50	238
Compacting bottoms of filling	475	m²	0.50	238
Disposal of excavated material	190	m³	27.00	5,130
Groundworks Total Cost				**8,693**

Footpaths and Kerbs				
Granit Grey Blocks 150x300x50mm deep	475	m2	100.00	47,500
Ramped access; tar spray and chip with timber board edging; 2.00m wide	100	m	70.00	7,000
Footpaths and Kerbs Total Cost				**54,500**
Landscaping				
Shrub planting	275	m²	25.00	6,875
Landscaping Total Cost				**6,875**
Park Lane Boundary Walling				
Gabion retaining wall with structured loose filled rock - Alternative (20mx2m high)	40	m²	250.00	10,000
Fencing and Walling Total Cost				**10,000**
Access				
Stepped access; precast conc. steps; 130mm risers; 1m going; total height 2.00m; going in tar spray and chip	1	nr	5,000.00	5,000

Stainless steel handrail to steps	15	m	150.00	2,250
Access Total Cost				**7,250**
Site Furniture				
Bin - Broxap Pierhead standard BX2311; dark grey	2	nr	1,000.00	2,000
Seat - Escofet Tramet	4	nr	880.00	3,520
Lighting - Motis blade clad lantern	5	nr	1,000.00	5,000
Lighting - Motis Light stack (4m)	5	nr	800.00	4,000
Artwork (undefined Provisional Sum)	1	nr	10,000.00	10,000
Site Furniture Total Cost				**24,520**

SUMMARY				
Site Clearance Total Cost				750
Groundworks Total Cost				8,693
Footpaths and Kerbs Total Cost				54,500
Landscaping Total Cost				6,875
Fencing and Walling Total Cost				10,000
Access Total Cost				7,250
Site Furniture Total Cost				24,520
TOTAL				**112,588**

TIMBER YARD PUBLIC SPACE

Item	Qty	Unit	Rate	Total
Site Clearance (assumed disposal to tip)				
No allowance for site clearance				
Site Clearance Total Cost				0
Retaining Walls				
No allowance for works to canalside walls				
Fencing and Walling Total Cost				0
Groundwork's				
Excavating to reduce levels for footpath (assumed 400mm deep)	190	m^3	5.00	950
Excavating to reduce levels for roadway (assumed 450mm deep)	113	m^3	5.00	563
Filling to make up levels for footpath - Hardcore 150mm	109	m^3	30.00	3,263
Compacting bottoms of excavations	725	m^2	0.50	363
Compacting bottoms of filling	725	m^2	0.50	363
Disposal of excavated material	303	m^3	27.00	8,168
Groundworks Total Cost				**13,668**
Footpaths and Kerbs				
Type 1 sub-base (assumed 200mm)	95	m^3	30.00	2,850
Grey granite blocks; 150x300x50mm (pedestrian)	475	m^2	80.00	38,000
Footpaths and Kerbs Total Cost				40,850
Road surfacings, 'shared surfacings' and markings				
Type 1 sub-base (assumed 200mm)	50	m^3	30.00	1,500
Grey granite blocks; 150x300x100mm (vehicular)	250	m^2	100.00	25,000
Road surfacings, 'shared surfacings' and markings Total Cost				**26,500**
Landscaping				
Shrub planting	175	m^2	50.00	8,750
Lawn	300	m^2	15.00	4,500
Semi mature trees	9	nr	550.00	4,950
Landscaping Total Cost				**18,200**

Access				
High Quality Bridge - 45m embanked ramp; 3m wide one side; 14m span; 3m clearance (wide range of costs!)	1	nr	250,000.00	250,000
Access Total Cost				**250,000**
Site Furniture				
Bench - Escofet Tramet	3	nr	1,650.00	4,950
Bollards - Broxap Pierhaed Tall; dark grey	10	nr	450.00	4,500
Bin - Broxap Pierhead standard BX2311; dark grey	2	nr	1,000.00	2,000
Lighting - Motis blade clad lantern	5	nr	1,000.00	5,000
Lighting - Motis blade clad stack	5	nr	800.00	4,000
Site Furniture Total Cost				**20,450**

SUMMARY				
Groundworks Total Cost				13,668
Footpaths and Kerbs Total Cost				40,850
Road surfacings, 'shared surfacings' and markings Total Cost				26,500
Landscaping Total Cost				18,200
Access Total Cost				250,000
Site Furniture Total Cost				20,450
TOTAL				**369,668**

No allowance for site clearance or works to canal walls

PARK LANE STREETWORKS

Item	Qty	Unit	Rate	Total
Site Clearance (assumed disposal to tip)				
Remove Existing Street Lamps	30	nr	50.00	1,500
Site Clearance Total Cost				**1,500**
Groundwork's				
Excavating to reduce levels for roadway (assumed 450mm deep)	225	m³	5.00	1,125
Filling to make up levels for footpath - Hardcore 150mm	75	m³	30.00	2,250
Compacting bottoms of excavations	500	m²	0.50	250
Compacting bottoms of filling	500	m²	0.50	250
Disposal of excavated material	225	m³	27.00	6,075
Groundworks Total Cost				**9,950**
Footpaths and Kerbs				
Type 1 sub-base (assumed 200mm)	376	m³	30.00	11,280
Charcon Ecopave slabs	1,880	m²	80.00	150,400
Dark grey granite kerbs	940	m	80.00	75,200
Footpaths and Kerbs Total Cost				**236,880**
Road surfacings				
Preparation of existing, surface coat 35mm macadam to road way	3,290	m²	15.00	49,350
Lay 35mm of top coat	3,290	m²	7.00	23,030
Road surfacings				**72,380**
Site Furniture				
Park lane street works				
Lighting - Philips Metronomis Cambridge; post mounted	60	nr	1,350.00	81,000
Site Furniture Total Cost				**81,000**

SUMMARY				
Site Clearance Total Cost				1,500
Groundworks Total Cost				9,950
Footpaths and Kerbs Total Cost				236,880

Road surfacings				72,380
Site Furniture Total Cost				81,000
Total				**401,710**

TIMBER YARD SQUARE SHARED SURFACE

Item	Qty	Unit	Rate	Total
Groundwork's				
Excavating to reduce levels for roadway (assumed 450mm deep)	173	m³	5.00	866
Filling to make up levels for footpath - Hardcore 150mm	58	m³	30.00	1,733
Compacting bottoms of excavations	385	m²	0.50	193
Compacting bottoms of filling	385	m²	0.50	193
Disposal of excavated material	173	m³	27.00	4,671
Groundworks Total Cost				**7,655**
Road surfacings, 'shared surfacings' and markings				
At timber yard				
Type 1 sub-base (assumed 200mm)	77	m³	30.00	2,310
Grey granite blocks; 150x300x100mm (vehicular)	385	m²	100.00	38,500
Road surfacings, 'shared surfacings' and markings Total Cost				**40,810**
Landscaping				
Timber yard central public space				
Semi mature trees	6	nr	550.00	3,300
Landscaping Total Cost				**3,300**
Site Furniture				
Seat - Escofet Tramet	2	nr	880.00	1,760
Lighting - Motis blade clad lantern	8	nr	1,000.00	8,000
Site Furniture Total Cost				**9,760**

SUMMARY				
Groundworks Total Cost				7,655
Road surfacings, 'shared surfacings' and markings Total Cost				40,810
Landscaping Total Cost				3,300
Site Furniture Total Cost				9,760
TOTAL				**61,525**

ROCK WORKS SQUARE SHARED SURFACE

Item	Qty	Unit	Rate	Total
Groundwork's				
Excavating to reduce levels for pedestrian (assumed 400mm deep)	150	m³	5.00	750
Filling to make up levels for footpath - Hardcore 150mm	71	m³	30.00	2,138
Compacting bottoms of excavations	500	m²	0.50	250
Compacting bottoms of filling	500	m²	0.50	250
Disposal of excavated material	150	m³	27.00	4,050
Groundworks Total Cost				**7,438**

Road surfacings, 'shared surfacings' and markings				
Type 1 sub-base (assumed 200mm)	100	m³	30.00	3,000
Grey granite blocks; 150x300x100mm (vehicular)	500	m²	100.00	50,000
Road surfacings, 'shared surfacings' and markings Total Cost				**53,000**
Landscaping				
Semi mature tress	4	nr	550.00	2,200
Landscaping Total Cost				**2,200**
Site Furniture				
Seat - Escofet Tramet	3	nr	880.00	2,640
Lighting - Motis blade clad lantern	9	nr	1,000.00	9,000
Site Furniture Total Cost				**11,640**

Summary				
Groundworks Total Cost				7,438
Road surfacings, 'shared surfacings' and markings Total Cost				53,000
Landscaping Total Cost				2,200
Site Furniture Total Cost				11,640
TOTAL				**74,278**

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