



Enhancing Heritage Conservation in Canterbury's Infrastructure Projects

Background Information
15 November 2023

Prepared by Guy Mayhew
guy.mayhew@outlook.com

Introduction

- **Purpose:** Addressing Heritage Conservation for Statutory Undertakers (General Permitted Development Order - GPDO)
- **Objectives:** Highlight Concerns, Propose Short and Long-Term Solutions
- **Solutions:** Mitigations, and Sustainable Practices



Purpose

Purpose - Context and Concerns

- **Canterbury's Heritage:** A Community Treasure
- **Recent Challenges:** Street Furniture and Design Inconsistencies
 - Highway schemes/responsive works require no formal consultation or planning decision (GDPO, Schedule 2 - Part 15)
(Unlike s278 - developer/private funded works, e.g. CCCU - Monastery Street Footpath, CCC - LUF/Public Realm works)
 - Examples of KCC 'officer' delegated decisions include:
 - Standardisation of 4000k cold white colour temperature across all of Kent's districts
 - Standardisation of highly directional, low lumen lighting assets (unless area is 'locally significant')
 - Adoption of unpainted, galvanised steel street furniture as standard
 - Replacement of york-stone and heritage paving materials with black tarmac
 - De-lamping of previously lit street furniture, leading to loss of ambient lighting and sense of safety at night
- **Impact:** Community Sentiment and Heritage Integrity

Visual Examples of Current Issues - LED Conversion

"Before":

2700k 'Warm White' enhancing historical ambiance
(note contrast between street and statues)



"After":

4000k 'Cool White' highly-directional LED lighting
rolled-out en-mass, eroding historic ambiance



Visual Examples of Current Issues - Street Lights

"Before":

Heritage-Compatible Street Furniture



"After":

Recent Non-Heritage-Compatible Installation



Visual Examples of Current Issues - Street Lights

"Before":

Heritage-Compatible Street Furniture



"After":

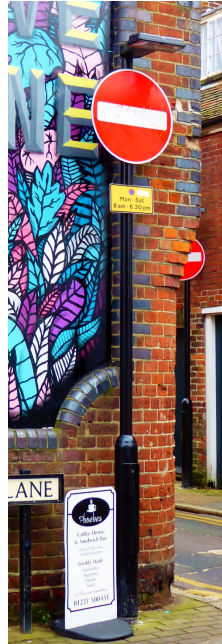
Recent Non-Heritage-Compatible Installation



Visual Examples of Current Issues - Signposts

"Before":

Decorated and illuminated signpost



"After":

Unpainted, plain galvanised steel de-lamped sign post



Visual Examples of Current Issues - Paving



Visual Examples of Current Issues - Mismatched Colours



Even in the coastal towns and villages...

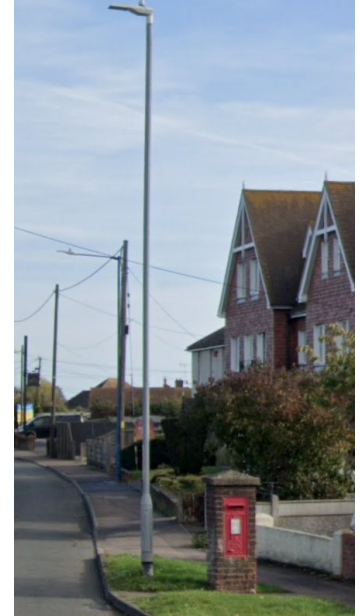
"Before":

'Coastal-style' blue painted street furniture



"After":

Recent plain, unpainted galvanised steel furniture





Objectives

Immediate Mitigation Strategies

- **Policy Need:** Enforce “Like-for-Like” or “Similar” Replacement Standard
- **Material and Finish:** Upholding Heritage Materials in Repairs and Finishes
- **Quick Fixes:** Addressing non-conformant installations promptly (Longport Scheme)

Case Studies of Good Practice

- **Successful Heritage Integration:** Examples from other Local Authorities
 - Bury St Edmunds Streetscape Strategy
(West Suffolk operates a 2-tier system with Suffolk County Council, similar to CCC/KCC)
 - Kirklees Design Guide
Note: Shop-fronts form part of this broader design guide
 - Croydon Public Realm Design Guide

Case Studies of Good Practice

- **Visuals:** Exemplary Heritage-Sensitive Uniform Street Furniture



Case Studies of Good Practice

- **Temporary Reinstatements Clearly Marked**



Case Studies of Good Practice - Ambiance

- **Policy-based Historic Ambiance:**
(Bury St Edmunds)
Town/City Centre 'Warm-white'
with outer-roads 'Neutral-white'



Case Studies of Good Practice - Materials and Finishes

- **Policy-based, clearly defined, specifications and materials**

05 palette of materials

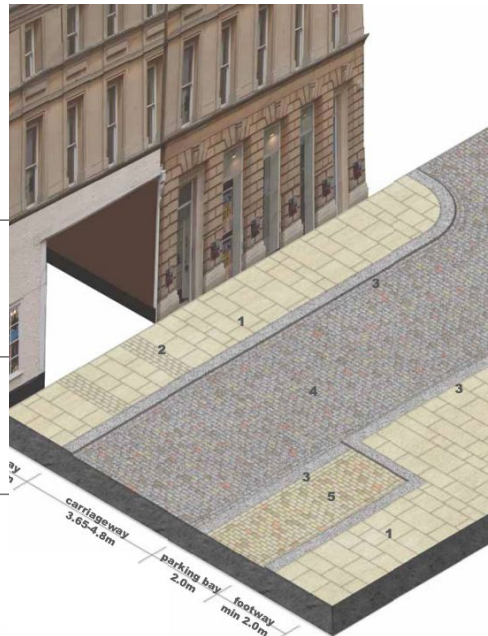
Materials and Finishes

The streets of Bury St Edmunds are currently surfaced in a wide range of materials. There is little historic evidence relating to the town's pavements but remnant surfaces – in granite setts – exist in a couple of locations, including Skinner Street. Over the years a variety of concrete slabs and blocks as well as brick pavers have been used. Most recently a combination of York Stone, tumbled concrete setts, granite setts and both granite and pre-cast kerbs has been used in the Historic Core Zone Projects.

The purpose of this Manual is to ensure that future decisions about surfacings are informed by a tightly controlled palette of materials that will ultimately lead to a more cohesive and coordinated public realm. Traditionally the selection of street surfacings has been based upon what is readily available in an area, and in the case of Bury St Edmunds, with no indigenous paving materials, this has meant importing materials. The decision to import certain materials over others should be based upon an understanding of 'whole-life costs'. Natural stone, if laid correctly, has a much longer life-span than concrete but is more expensive. Cheaper natural stones, imported typically from China, Poland, India and Portugal are available but have significant 'carbon footprints' associated with them. Concrete setts have been used as a cost effective alternative to natural stone setts in a number of schemes in the town. Their life span is considerably shorter than stone setts and, as with all manufactured materials, there is a danger that they will not be available to the same design in years to come.

The selection of materials that form the palette for the streets of Bury St Edmunds is therefore based on taking a balanced view of the following criteria:

- 1) Use of materials with comparatively low whole-life costs;
- 2) Use of materials that complement those used in the highly successful public realm schemes that have recently been implemented;



A series of historic streets and spaces at the heart of the town that are beautifully surfaced in natural stone and elegantly furnished and where the car no longer dominates the street scene.

How to achieve this vision

- Rationalisation of the layout of parking spaces.
- Resurfacing of footways and carriageways in natural stone.
- Designing out painted road markings.
- Creating a consistency throughout in the materials palette.
- Creating a co-ordinated and elegant suite of furniture.
- Emphasising the block structure and grain of the town centre.

Proposed Materials:

Footways:

- 1 - Buff coloured sandstone slabs, sawn
- 2 - Detail in 200x100mm buff coloured sandstone setts, sawn top where required

Kerbs:

- 3 - Flush or 50mm raised 300mm wide granite kerbs (flush to outside edge of parking bays)

Carriageway:

- 4 - 200x100mm mix of pink, silver-grey and charcoal grey granite setts, sawn top with sett band edge detail

Variation/ Option: Tumbled Concrete or similar setts with 1 set band edge detail

Parking bay:

- 5 - 200x100mm buff coloured sandstone setts, sawn top

Case Studies of Good Practice - Putting things right

- **Good Practice:** Policy context gives no room for delay or interpretation:

NR

No Reply

26 July 2023, 11:49

SCC Highways - Ref 413590 - Lower Ba...

To: Guy Mayhew

Details

Dear Guy,

Thank you for contacting us regarding Lower Baxter Street, Bury St Edmunds reported under reference number **413590**. Please quote this reference number in any future correspondence that relates to this issue.

We can now provide you with the following update from the Street Lighting Team:

'Thank you for your report. The unit has been logged on the system to be painted RAL9005 Black, this will be completed as soon as possible weather depending'.

Dear Guy Mayhew,

Further to your enquiry given reference 7180-6045-7957-3738 I am writing in regard to the signpost that has not been finished correctly in Lower Baxter Street, Bury St Edmunds. I am the Street Lighting Asset Manager for Suffolk Highways and I have been asked to look into and respond further.

I can confirm the two lights you refer to have now been painted and have also requested that one of the county's streetlighting engineers surveys the town centre area further, to identify if there are any additional units unpainted that were not completed previously. The new provider is aware of the requirement for the black painted finish in this conservation area and are providing photos of completed works to demonstrate adherence to specification.

If you remain dissatisfied following my response to your concerns, you can contact the SCC Complaints team, to see whether anything else can be done to resolve your complaint at this stage. You can do this by writing to, Customer Rights, Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, IP1 2BX, via email to customerrights@suffolk.gov.uk or by telephone 0345 2661821.

Kind Regards,

Richard Webster MBA PGDMS
Street Lighting Services Manager
Growth, Highways & Infrastructure

Case Studies of Poor Practice - Things not put right...

- **Poor Practice:** 'Temporary repairs' (2020) become semi-permanent:

From: Guy Mayhew [<mailto:guy.mayhew@outlook.com>]

Sent: 28 April 2021 17:25

To: Clive Bowley; Ida.Linfield@kent.gov.uk

Subject: Re: Canterbury - Removal of Biggleston Lampposts continues

Dear all,

By way of an update I had a call with Sue Kinsella (Street Lighting Manager) at KCC this morning following my complaint regarding the installation in my original. I've provided a digest of what was discussed:

- Sue explained that the galvanised steel column in my Facebook post is 'temporary' until a more permanent solution exists by way of a specification for the replacement Biggleston Columns
- The 'temporary' galvanised steel column should have been decorated black and fitted with a Mirfield Lantern (Sue is going to address this with Bouygues - KCC's contractor)
- The foundry where the Biggleston Columns were last ordered from went out of business a couple of years ago – the castings which could have been used to replicate the style are apparently unusable, therefore Sue has engaged a specialist contractor to develop a set of bespoke castings for replacement columns matching the more recent column style (the one with the CCC motif on the access door), as well as other options in terms of decoration kits as part of an options report.
- KCC are in the process of completing a Heritage Impact Assessment for the City Centre installations which will be passed to the CCC Heritage team for review. KCC have engaged a company called Designs for Lighting (DfL) who are assisting with the specification for LED conversions as part of the conversion programme for some of the more sensitive/complex areas of the County

The output will be a specification (developed in conjunction with stakeholders, incl. CCC's Heritage Team) which defines the materials, design and type of installation – depending on the area of the District.

My personal guess would be that the City Centre would be authentic, Cast Iron columns with full embellishment kits, then perhaps within a half-mile buffer zone, Heritage Mid-Hinged Columns, then further afield Straight Tubular columns (similar to those nr. St Stephens Green) – again, this is just my thoughts but pragmatically this seems to be likely.

I will check in with Sue again in a few weeks to see what progress has been made, but it sounded to me as though the County will develop a specification for approval by the City Council's Heritage Team and as part of that approval process I would expect stakeholders with an interest to be consulted.

I will also request a copy of the current list of 'temporary' column installations which have been carried out (I assume Broad Street should be one of them as well as some roads in Wincheap).

I've attached a link to the current [Canterbury's Heritage Strategy](#) prepared by the Planning Policy and Heritage Team at CCC – it may be worth individuals or groups registering their interest in this subject with the team to help expedite the stakeholder engagement for any specification developed by KCC sent through to the Council.

I hope the update is useful.

Best wishes,
Guy

30+ emails

6 officers

3 councillors


5+ years

and still no
progress...



Case Studies of Poor Practice - Things not put right...

- **Poor Practice:** Lack of Policy leads to delays and bounced enquiries:

 **Matthew.Evans@kent.gov.uk** 7 June 2023, 11:26
Enquiry 725168
To: Guy Mayhew

Hi Mr Mayhew,


In regards to your enquiry about the metal pillar by the EV charger, that is not an asset of KCC's. I have emailed a colleague at Canterbury Council to see if it is under their remit.

I will let you know once I have a response.

Regards,

Matthew Evans. Street lighting Planned Works


ncil.

 **Guy Mayhew** 24 July 2023, 14:12
Re: Enquiry 725168
To: Matthew.Evans@kent.gov.uk

Hi Matthew,

I understand this has been check at CCC and the kiosk was installed by Swarco as part of the contract managed through the Network Innovations team at KCC, therefore is a KCC asset - would it be possible let to arrange an order to paint this black please?

Best wishes
Guy

 **Matthew.Evans@kent.gov.uk** 24 July 2023, 14:33
RE: Enquiry 725168
To: Guy Mayhew

Hi Mr Mayhew,

I have forward your request to the relevant team that installed the pillar. As this is not a street lighting asset I cannot use our budget but if the team responsible supply me with a cost code, then I will raise an order.

I will update you as soon as I hear back from them.

Regards,

Matthew Evans. Street lighting Planned Works Team Leader. Kent County Council.

12 emails

3 officers

2 councils

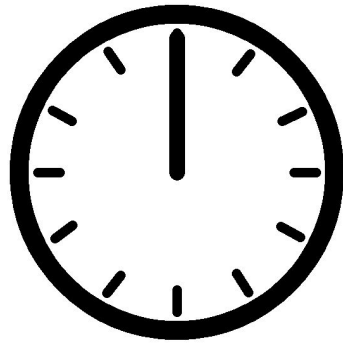
14+ months

and still no
progress...



Case Studies of Poor Practice - Things not put right...

- **Poor Practice:** How long will this stay like this...



2+ years



3 officers

2 councils

2 cabinet members

and still no progress...

Addressing the '**Do-Nothing**' Approach - Cost and Time

Cost:

- Current ad-hoc orders for painting in conservation areas lead to higher costs over time. Use of tarmac (when detected and reported) leads to the job being done twice.
- A shift to factory/shop-finished street furniture could save money in the long run.
- Strategic procurement could ensure value-added elements like painting/finishing are included at no extra cost by standardising to a single color.

Addressing the 'Do-Nothing' Approach - Cost and Time

Time and Resources to Set Specifications:

- The absence of a unified streetscene specification means each project requires individualised design work (costed in consultancy time)
- A one-time investment in developing a specification can streamline future projects, avoiding repetitive design costs.
- SPDs have a lasting impact. For example, the one adopted in Bury St Edmunds in 2009 remains effective today, demonstrating long-term value.

In essence, although there are upfront costs and effort associated, these measures are investments that streamline future work, ensure consistency, and ultimately, save resources.

This proactive approach can lead to more efficient use of funds and a more cohesive aesthetic throughout our conservation areas.



Solutions

Near-term Solutions

- **Common Understanding:** Memorandum Of Understanding
 - **MOU Objectives:** Clarity, Coordination, Compliance
 - **Key Provisions:** Quality Standards, Processes, Accountability
 - **Partnership:** CCC and KCC working together

Long-term Sustainable Solutions

- **Strategic Policies:**

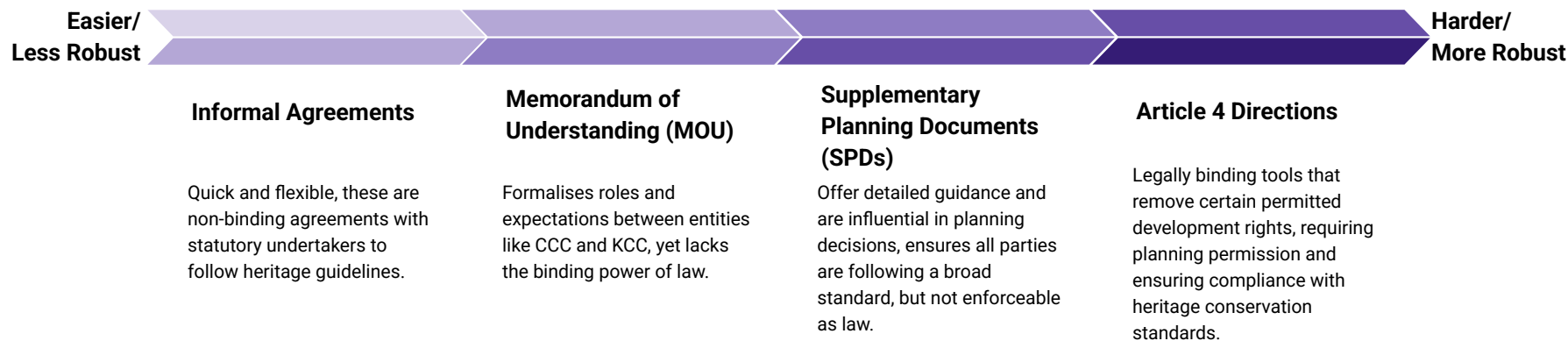
- Supplementary Planning Documents (e.g. Streetscene/Streetscape Strategy)
- Article 4's
- Local Development Orders

- **Protecting Heritage:** The Long View

- Alignment with Future Vision for Canterbury

Continuum of Options for Heritage-Sensitive Development

Enabling heritage-sensitive development involves a spectrum of strategies ranging from informal to highly structured approaches, each varying in implementation difficulty and robustness:



Supplementary Planning Documents (SPD)

- **SPD Defined:** Purpose and Power in Planning
- **Guiding Works:** Detailed Heritage-Specific Guidance
- **Process:** Steps for Development and Adoption

Article 4's

- **Preventative Measure** - Proactively safeguards the character of conservation areas by ensuring all changes are scrutinised through planning permissions (including statutory undertakers such as KCC).
- **Flexibility** - Can be tailored specifically to the needs of different conservation zones within Canterbury.
- **Enforcement** - Enhances the ability of local authorities to enforce heritage-sensitive development effectively.

However.... they need to strike a balance to prevent overburdening the LPA

LDO (Local Development Order)

- **Simplifies the Process:** LDO's enable works to be carried out in accordance with the specific requirements, the LPA simply needs to be notified of the works. This could be in accordance with an adopted SPD (if its prescriptive enough) or like-for-like if the Article 4 is equally as prescriptive.
- **Enables Consistency and Enforcement:** When implementing an Article 4 that removes the ability for statutory undertakers to undertake works to the public realm (such as KCC), an LDO (alongside a clear SPD) ensures the scheme will be consistent with the conservation area. It also gives the ability for the LPA to undertake enforcement action should the SPD not be adhered to.
- **Improvement from the Current Situation:** Within Canterbury there is no such provision, and adherence to the conservation area is driven through political pressure/public perception.

Near-term/Immediate Actions

- **Audit Recent Works:**

- Assess recent highway projects for heritage compliance.
- Prioritise urgent corrections in sensitive areas.

- **Temporary Aesthetic Solutions:**

- Paint/decorate for non-standard installations in heritage areas to match adjacent specification

- **Interim Guidelines:**

- Implement stop-gap policies for ongoing and upcoming projects.
- Focus on heritage sensitivity and compliance.
- KCC's 2010 Strategy which states that all columns are to be painted with the area colours as specified ([p29](#))

Conclusion and Next Steps

- **Recap:** Thoughts/feedback on key points and suggested actions
- **Timeline:** Immediate Actions and Long-Term Planning
- **Commitment:** Shared Goals for Canterbury's Heritage