

MAESTEG PHASE IV, PUBLIC REALM IMPROVEMENTS

FINAL REPORT
MAY 2010

powelldobson
URBANISTS



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SECTION 01: INTRODUCTION

This section provides an introduction to the document and outlines the background to the commission and its scope.

INTRODUCTION

1.1 BRIEF AND SCOPE OF COMMISSION

INTRODUCTION

Powell Dobson Urbanists were commissioned in November 2009 by Bridgend County Borough Council (BCBC) to prepare public realm designs and a materials specification for the improvement of the environment around Maesteg Town Hall.

Maesteg has seen significant recent investment in its public realm. The study area for this commission forms the fourth phase of public realm improvements in the Town Centre. The purpose of these improvements is to update and upgrade the Town Centre and strengthen its appeal as a retail and service centre.

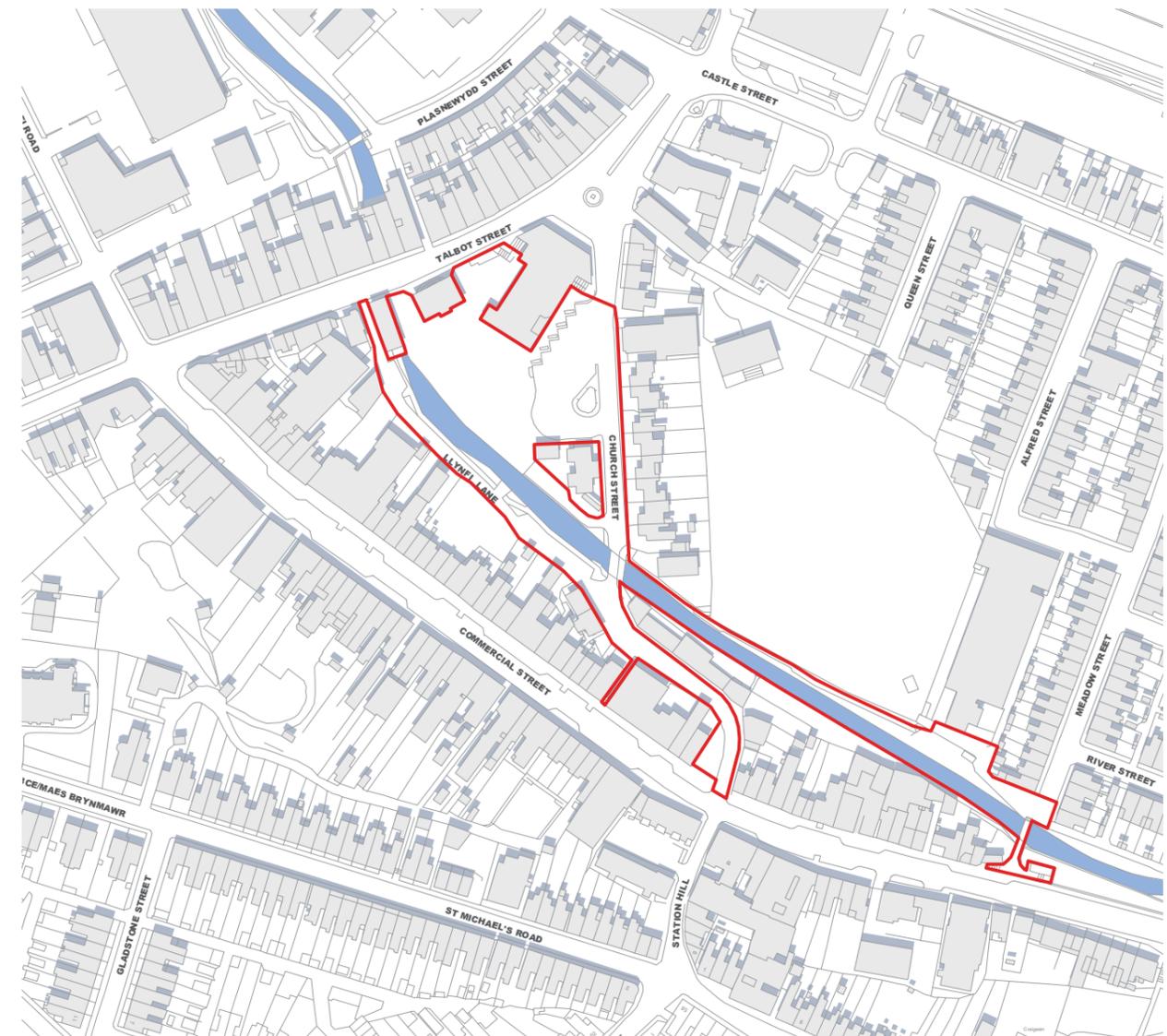
The study area is currently occupied by Maesteg bus station which is in need of improvement as an important transport interchange and the outdoor market which has the potential to contribute a unique element to the offer of the Town Centre but is currently underperforming. This commission presents the opportunity to explore improvements that will strengthen the offer and accessibility of the Town Centre.

This report presents an introduction to the project, the site and context analysis and initial design proposals. The following sections outline the proposed materials specification, the consultation process and key considerations for implementation.

STUDY OBJECTIVES

The brief for this commission states that the proposal should:

- Improve the environmental quality of the study area;
- Create a multi-use public space capable of being used for a number of possible uses;
- Provide new building/s which can be used for the re-provision of the existing outdoor market stalls;
- Investigate how the layout of the site could make better use of the adjacent river corridor;
- Enhance the river corridor and pedestrian approaches;
- Improve pedestrian/cycle links in and out of the site;
- Improve bus waiting areas and information point; and
- Increase integration between the operations of the bus station and the railway station



Site location plan

1.2 SITE LOCATION

Maesteg lies at the heart of the Llynfi Valley providing the main centre for retail, leisure and service facilities for surrounding communities as well as the Upper Afan Valley. Maesteg Town Centre is approximately 10km (6.5 miles) north of the M4 and is accessed via the A4063 which continues along the length of the valley. The B4282 to the north also provides links to Port Talbot. Maesteg Town Centre is the terminus of a railway line along the valley that provides a local service and connections to Bridgend and Cardiff.

The site is centrally located within Maesteg to the rear of the town's main commercial streets. The site is bounded by Talbot Street, properties on Church Street, the rear of properties on Commercial Street and the Llynfi River. The site includes the town's bus station, the outdoor market and a stretch along the Llynfi River.

1.3 BACKGROUND TO THE STUDY

This area constitutes phase four of a programme of public realm improvements in the Town Centre that were identified in the Public Realm Strategy for the Town Centre produced in 2003. The previous phases have addressed Commercial Street, Talbot Street and Town Hall Square and have sought to improve the appearance of the town centre and address some key movement issues.

An outdoor market has been accommodated in this location since 1881 alongside the indoor market which is located in the bottom floor of the Town Hall building abutting the site. Historically the outdoor market was host to a travelling market each Friday which was a strong attraction for the town. In the 1980s the outdoor market was reconfigured with a number of permanent buildings to accommodate the stalls through out the week. Since the remodelling of the market its success and attraction has declined significantly. The market is now in need of investment and improvement to extend its life-span.

In addition to the current downturn in the economy which has an affect on all town centres, Maesteg Town Centre currently faces some additional challenges. In 2007 a large Tesco store opened to the north of the town centre. Whilst located close to the town centre, the store is likely to be too far away for people to make a linked trip to both Tesco and the town centre at the same time.

The 2003 Public Realm Strategy identified the need to plan for growth in the area with the potential development of the Washeries site. However, this site is yet to be developed and therefore Maesteg has not yet seen a significant growth in population.



Additionally, the loss of significant employers in the area in recent years has resulted in a high level of unemployment. This results in lower spending power but also highlights the need to promote opportunities for local business development and employment opportunities.

1.4 HISTORY

The earliest settlement in the Llynfi Valley is near Llangynwyd village, approximately 2 miles from Maesteg town centre. Maesteg first grew as an industrial settlement with the opening of an iron works in the 1820-30's. The town was opened up to the rest of the valley and beyond when in 1828 a horse drawn railway was completed between Porthcawl and Garnlwyd in the Llynfi Valley. This was extended in 1830 to the Coegnant district near the top of the valley. This accessibility meant that other industries followed such as zinc smelters and later in 1839 a second larger iron works.

During the mid 1880's the popularity and production of mass produced steel grew, however the site in Maesteg could not be adapted for this, thus leading to the closure of the iron works. However, this was followed by the expansion of the local coal industry. Because of the vast development of the coal industry the population increased from 10,000 in 1891 to almost 30,000 in 1921. The valley grew to be a worldwide reputable producer of coal. The decline and termination of the coal industry in Maesteg came to be in 1985.

Maesteg Town Centre is a testament to the Valley's prosperous industrial past. There are a number of fine buildings in the Town Centre including the Town Council Office and the Town Hall, which has undergone a number of major alterations in its lifetime (see adjacent historic photographs). The surrounding buildings on Commercial Street and Talbot Street retain evidence of the rich architectural detail and style of this period. However some of the character and detail of these building has been lost due to poor maintenance and alterations in more recent years.



Historic photographs of the area



In Maesteg, as in many Welsh valley towns the local male voice choirs form a large part of its identity. These include the Maesteg and District Male Voice Choir; Old Parish Choir; Maesteg Gleemen (oldest choir in the Valley); Children's Choir and Ladies Choir. The Welsh National Anthem, *hen gwaed fy nhadu*, was written by Evan James, and was first sung in public in 1856 in Tabor Chapel, Maesteg.

Notable people from Maesteg include Sian Lloyd, TV presenter; Allen Batemen, Wales and British Lions, rugby union and rugby league player. Artist Christopher Williams was born in Maesteg in 1873 and several of his paintings are on display in Maesteg Town Hall.



SECTION 02: BASELINE

This section presents the baseline analysis of the site and surrounding context. It also outlines the consultation that was undertaken at the baseline stage of the process

BASELINE REVIEW

2.1 BASELINE INTRODUCTION

The purpose of this section is to set out the findings of the site and context analysis that has been undertaken. The purpose of this analysis is to inform the design stage and ensure that the proposals put forward are based around the needs and opportunities of the site.

2.2 POLICY & STRATEGY REVIEW

The policy and strategy framework for this study comprises the following:

- People, Places, Futures – the Wales Spatial Plan (Update 2008);
- Planning Policy Wales (PPW) (2002);
- Ministerial Interim Planning Policy Statements (MIPPS);
- Technical Advice Notes (TANSs);
- Bridgend Unitary Development Plan (adopted May 2005);
- Draft Bridgend Local Development Plan; and
- Maesteg Town Centre Public Realm Strategy, LDA (June 2003)

This review presents an overview of these documents and any key policies or conclusions that will impact the proposals put forward from this study.

NATIONAL POLICY

Places, People, Futures – the Wales Spatial Plan (update 2008)

This policy document fits within the One Wales Strategy. It aims to ensure that the Welsh Assembly Government's policies and programmes come together effectively with the workings of local government, business and other partners across Wales, to enable a truly sustainable future. It sets a strategic, integrating agenda for the next 20 years. The Spatial Plan sets out the issues and opportunities across different sectors and areas. It proposes how all organisations can work together to address them with a current purpose.

The plan divides Wales into six areas: Central; North East (Border and Coast); North West (Eryri and Môn); Pembrokeshire (The Haven); South East (Capital Network); and **Swansea Bay (Waterfront and Western Valley)**.

Maesteg is within the Waterfront and Western Valleys area. The aim of this area is to create 'A network of interdependent settlements with Swansea at its heart which pull together effectively as a city region with a modern, competitive, knowledge-based economy designed to deliver a high quality of life, a sustainable environment, a vibrant waterfront and excellent national and international connections.'

The key priorities for this area are:

- Improving accessibility
- Developing a cutting edge knowledge economy
- Reducing economic inactivity and developing an integrated skills strategy
- Implementing the Waterfront Masterplan to maximise opportunities along the stunning coastline
- Developing a strong leisure and activity based tourism industry
- Ensuring that environmental protection and enhancement are fully integrated

Maesteg is identified as a **primary key settlement** and a **hub**. Key settlements are identified as having a critical role to play in the success of the city region. Key settlements will have more affordable and attractive housing, a **better range of local services and a variety of retail and leisure facilities**. To help build sustainable communities, housing growth, new employment sites, and retail and indoor leisure development should be co-located and well served by public transport. These settlements should be successful in their own right and, where appropriate, function as service and employment hubs for surrounding settlements. They must also provide the opportunity for local communities to **create new jobs and also to enable the area to attract and retain skilled workers and young people**. New housing will be located in key settlements.

Planning Policy Wales (2002)

Planning Policy Wales sets out the land use planning policies of the Welsh Assembly Government. It is modified by a series of MIPPSs and supplemented by a series of TANS.

The Assembly's priorities for urban areas are:

- To secure environmentally-sound and socially inclusive regeneration in those urban areas which require it, so that they become **more desirable places in which to live and work**; and
- Foster sustainable change, in particular making it possible to live with less noise, congestion and traffic pollution, and improving the quality of life (par.2.4.1).

MIPPS 01/2008 Planning for good design

This replaces the existing paragraph 2.9 of PPW – Promoting sustainability through good design. It explains how elements of sustainability should be integrated into different aspects of the planning system and development process, such as through Site Development Briefs.

MIPPS 01/2009 Sustainable buildings

This provides a new section 2.12 of PPW which sets minimum requirements for new developments to achieve in terms of the Code for Sustainable Homes, and / or Building Research Establishment Environmental Assessment Method (BREEAM) from September 2009.

TAN 12 Design (2009)

The revised TAN aims to equip all those that are involved in the design of development with advice on how sustainability through good design may be facilitated through the planning system. This section identifies core design principles that any public realm and development proposals must follow to help create a sustainable environment and exhibit a high level of design quality. The objectives are based on the five key objectives set out in TAN 12 but also take into account wider best practice urban design guidance including 'Creating Sustainable Places' (WAG), the Urban Design Compendium, Responsive Environments, Manual for Streets and Building for Life.

DESIGN PRINCIPLES (BASED ON TAN 12 GUIDANCE)

CHARACTER

- *Sustain or enhance local character*
- *Promote legible development*
- *Promote a successful relationship between public and private space*
- *Promote quality choice and variety*
- *Promote innovative design*

Local character

The character of Maesteg market area should build on its key features including the river, quality buildings and central location. To enable this:

- Public realm improvements and any new buildings should adopt a style which contributes to the overall improvement of the character of the town
- Proposals should enhance the setting of the listed buildings and the conservation area
- The scale and massing of development should respond to surrounding patterns of development
- Use of high quality natural materials should reinforce the identity of the town centre



Legibility

A legible town centre will allow people to easily read their surroundings and orientate themselves. The legibility of the site should be enhanced by:

- Clearly marking entrance points and routes through the site- particularly pedestrian connections
- Creating a clear hierarchy of spaces
- Establishing features that are distinct and memorable
- Enhancing key buildings features to act as visual markers and landmarks
- Using materials in the floorscape to clearly identify routes



Quality, choice and variety

Variety and choice enhances the richness and functionality of a place. This may be visually in terms of building form and detail, or the nature of a given space. Variety and diversity should be increased via the following:

- Creating an environment that supports a mix of uses that will create an active public realm throughout the day
- Variety in buildings, detailing and materials will help create uniqueness
- Creating distinctive spaces
- Providing a choice of high quality routes



ACCESS

- *Ensuring ease of access for all into the development and to all elements within the site*

Inclusive Design

Inclusive design principles should be adopted from the outset to provide for all people including those with mobility impairments, sensory impairments and learning difficulties.

Any proposals must take account of the objectives of DDA.

Designs should seek to build in inclusiveness for people today and over time as requirements change.



COMMUNITY SAFETY

- *Ensure attractive, safe public spaces*
- *Security through natural surveillance*

Attractive, safe public spaces

The enclosure of streets and spaces, a consistent building line and active frontages onto the public realm, are essential components in the creation of a safe and secure environment. This helps to create a stronger sense of place and sense of ownership and encourages social interaction. Proposals must:

- Create an attractive public realm that supports active street life
- Seek to increase natural surveillance and active frontages onto public spaces
- Clearly define what is public and what is private space



ENVIRONMENTAL SUSTAINABILITY

- *Achieve efficient use and protection of natural resources*
- *Enhancing biodiversity*
- *Designing for change*

Efficient use of natural resources and enhancing biodiversity

Any proposals should seek to be efficient and contribute positively to the local environment by addressing the following elements:

- Using sustainably sourced or recycled materials
- Reducing reliance on fossil fuels and promoting renewable energy sources
- Building development that will last
- Promoting biodiversity where possible in town centres

**Adaptability**

Any public space improvements or development must be designed to be adaptable and flexible to respond to social, technological, economic and environmental changes over time. This can be achieved through:

- High quality architecture that is built to last, and permits alteration to the structure over time
- Designing spaces that are capable of adapting over time and which can fulfil a number of roles
- Streets that are simple, robust and clutter free
- Building in response to the future effects of climate change



MOVEMENT

- *Promoting sustainable means of travel*

Ease of movement

An accessible scheme will accommodate all users and ensure safe and secure access to facilities. The area should be incorporated into the local movement network by:

- Improving the integration of the site with the rest of the town centre
- Creating streets and spaces that put the pedestrian at the top of the movement hierarchy
- Establishing a layout that is permeable and responds to local desire lines
- Making better connections between the site and cycle routes



LOCAL POLICY

Unitary Development Plan

The Council adopted the Bridgend Unitary Development Plan on the 12th May 2005. The development plan period is 2001-2016 although work has begun on the preparation of the Local Development Plan that will supersede this document.

Maesteg is identified as an established retail area but the study area does not fall within the primary retail area. The UDP states that new retail development should be concentrated in established retail areas (R1) if it would sustain or enhance the range and quality of shopping provision and the vitality, viability and attractiveness of the centres and if it is in keeping with the scale and character of the centre (R2). Existing town centres will also be the main focus of office development (E10).

Proposals for the change of use for non-retail uses on the ground floor outside of the primary shopping area in Maesteg town centre will be permitted provided that the proposal has no unacceptable effects on the environment and amenity of the locality and the development would not create or add to local problems due to traffic generation, congestion, highway safety, noise, smell or other amenity (R4).

Uses falling within class B1 of the Town and Country Planning (Use Classes) Order 1987 will may be permitted in established commercial areas outside of the primary shopping area provided they do no result in the loss of existing retail floorspace (R6).

The regeneration of established commercial centres through the refurbishment or redevelopment of key sites and buildings for retail, other commercial and complementary leisure uses will be favoured, provided that the development is in keeping with the scale and character of the centre (R8).

Additionally development which assists in the implementation of regeneration and environmental improvement schemes will be permitted particularly where it will result in:

1. The re-use and rehabilitation of vacant, underused and derelict 'brownfield' land and buildings
2. Improvement to the quality of the urban environment, particularly the vitality, viability and attractiveness of Maesteg Town Centre;
3. Improvement to the provision of residential, commercial, leisure and tourism facilities;
4. A more effective and efficient use of the existing highway and public transport networks (REG1).

The route along Church Street and Llynfi Lane is identified as a community route where the County Borough Council will promote and encourage the provision of community routes (RC11).

The site is located within a conservation area and is adjacent to two listed buildings. Therefore policies EV31-36, 38, 39, 41, and 45 are applicable. These provide the following guidance:

Conservation Areas

Proposals for development within conservation areas should enhance the character of that area. They should enhance or preserve views, street scenes, roofscapes and be considerate of surrounding scale and layout of buildings. Materials used should take into consideration the existing setting and respect local traditions. Designs should also pay regard to landscape qualities of the area and enhance this through protecting trees, habitats and important biodiversity. This also related to changes in public realm in conservation areas as the spaces between the buildings.

Development proposals situated either within Conservation Areas or adjacent to them, must preserve or enhance the character and appearance of the Conservation Area and/or enhance its setting, otherwise they will not be permitted. Proposals must strengthen the special character of that area, or maintain existing qualities, including building lines and street patterns.

Listed Buildings

Proposals involving the demolition of an unlisted building within a conservation area will be considered if the building does not make a positive contribution to the character of that area, and there is little scope for improvement and adaptation of the building.

Listed buildings should ideally remain in their original built form, however, where alterations would not adversely affect the existing character of the building and its setting and are presented to be desirable in the context, will be considered in accordance with the relevant consent(s) subject of the necessary planning conditions and/or planning obligations/agreements. The proposals will be favoured if it is shown that any changes will blend in with the old/existing.

The Council considers that listed buildings and their settings play a significant role in the townscape and architectural heritage of the County Borough. The architectural or historic features which contribute to the special interest of a Listed Building should be preserved. Any alterations should take care that damage to historic features is avoided and that any additions remain in keeping with the remainder of the building. Care should also be taken to ensure the setting of that listed building is not adversely affected.

LDP Pre Deposit Proposals 2008

The local development plan is currently being prepared for Bridgend County Borough Council. The document is currently at the Pre Deposit stage and is due to be adopted by December 2011. The following information and policy is relevant for this study.

Maesteg is located within the Maesteg and the Upper Llynfi Valley Strategic Regeneration Growth Area and is identified as the main commercial and shopping centre for the Llynfi Valley sub area. The Strategic Growth Area is made up of the following opportunities:

- Maesteg Washery – potential for housing, light industry and recreational end uses are considered appropriate for this site
- **Maesteg Town Centre Regeneration** – improving the quality of the town centre environment
- Maesteg Transport Hub – enhancing the frequency of services and the quality of infrastructure
- Caerau Regeneration – a range of physical, social and economic regeneration activities focused in the north of the Valley
- Coegnant Reclamation Area – the largest opportunity in the Valley for a mixture of uses, including new housing, open-space, formal recreation facilities and local employment opportunities and social enterprises

Within Maesteg Town Centre Regeneration there is an ongoing phased programme of public realm, pedestrian vehicular access improvements aimed at the comprehensive enhancement of the environment of Maesteg Town Centre. The programme is designed to lift the Town's image and create a high quality environment and is intended to improve private sector retail confidence and promote office and tourism development.

BASELINE REVIEW

Maesteg Town Centre is still a priority for townscape improvements to further enhance both the historic quality of the buildings and the investment potential for mixed use development. Policy OBJ 1b states the aim “To revitalise Maesteg by recognising its role as the principal settlement serving the Llynfi Valley which has the potential capacity and infrastructure to accommodate future growth.”

Policy SP2 of the LDP Pre Deposit Plan outlines how all proposals shall contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment by:

- Respecting and enhancing local distinctiveness in their design
- Using land efficiently, and providing for an appropriate mix of land uses
- Utilising sustainable construction methods and materials wherever feasible
- Having a location and layout which reflect sustainable transport and access principles, thereby reducing the overall need to travel
- Minimising waste production and energy consumption, while promoting renewable energy generation and systems where appropriate
- Minimising opportunities for crime to be generated or increased
- Minimising and/or mitigating against the pollution of air and water
- Avoiding or minimising the risk from flooding, and contributing to its reduction through the use of sustainable drainage systems
- Safeguarding and enhancing biodiversity
- Ensuring equality of access by all
- Ensuring that the viability and amenity

of neighbouring uses and their users/ occupiers will not be adversely affected

- Incorporating appropriate arrangements for the disposal of foul sewage, waste and water

Maesteg Town Centre Public Realm Strategy

A public realm strategy for Maesteg Town Centre was prepared by LDA in 2003. This strategy sought to identify and outline a series of environmental improvements in the Town Centre with the aim of making the town centre more attractive to residents and visitors, to help to foster civic pride and engender commercial vitality.

The design approach set out in the strategy was to: “enhance and define the town’s identity; develop a greater sense of pride of place; achieve a high quality and accessible public realm; foster business development and community enterprise; and, generally to elevate peoples’ aspirations and expectations”. This remains largely relevant for this commission, in particular creating a high quality public realm with a greater sense of place.

The document outlines the principles for lighting, paving and street furniture in the Town Centre. Higher quality finishes are proposed for the outdoor market and the riverside frontage. Specialist artist-designed seating is suggested for areas including the outdoor market and an outline arts strategy is also provided.

A public consultation event was carried out to gauge public opinion on the proposals put forward in the strategy. There was general support for the proposals together but some concerns over specific elements, particularly moving the memorial monument in front of the Town Hall.

Consultation was also undertaken with traders where a number of concerns were expressed. In relation to the market there was concern over the loss of the fixed market units and where businesses would relocate to. Some traders expressed the view that a weekly or transient market which thrived in the town 20 years ago may not be viable now.

The three phases of public realm works that have previously been carried out in the Town Centre have stemmed from the proposals set out in this document. The strategy identifies the outdoor market and bus station as an area for intervention. A sketch scheme proposed a number of ideas for the site including:

- Removing the outdoor market buildings and replacing them with a more flexible arrangement of stalls;
- Rearranging the bus station to provide more space adjacent to the Town Hall;
- A new bus station building that would incorporate toilets, information centre and a café;
- Narrowing Church Street to become access only for residents;
- A new bridge crossing linking the market to Llynfi Lane;
- A new link to Commercial Street from Llynfi Lane;
- Pedestrianising the old Church Street bridge; and
- Improving the riverside environment

These outline proposals will be explored and developed where appropriate in this commission.

2.3 TOWN CENTRE CONTEXT

CONSERVATION AREA

The study area is located within the Maesteg Conservation Area. This encompasses the commercial core of the town centre including Talbot Street, Commercial Street, Bethania Street and the 'square' at the junction of Talbot Street and Castle Street in front of the Town Hall. A focal point of the conservation area is at the square to the front of the Town Hall where there are a number of free standing buildings with formal elevations facing the street. The area encompasses a wide range of styles including neo-Georgian, Mannerism and Colonial Baroque. The character assessment of the conservation area states that the 'variety of materials, scale and style of the buildings help create a visually lively streetscape' and although the style of buildings differ they are 'oddly united by the manner in which their elevations boldly address the street'.

LISTED BUILDINGS

There are a number of listed buildings in the vicinity of the site. In particular the Town Hall (Grade II) and the Town Council Office (Grade II*) which abut the site.

The Town Hall was built in 1881 to provide a covered market and assembly rooms for the growing community of Maesteg. The building acts as a prominent landmark within the town centre and its clock tower can be seen from all sides of the town including the A4063 approach to the town from the south. The building is still host to the indoor market on the lower level. An additional structure has been added to the recess on the south eastern side of the building to accommodate public toilets, a bus shelter and bus operator office. The upper levels are occupied by a large hall and stage and associated backstage and front of house facilities.

The building has a number of entrances providing access to the market and the theatre some of which are in regular public use and others which are used occasionally for performances.

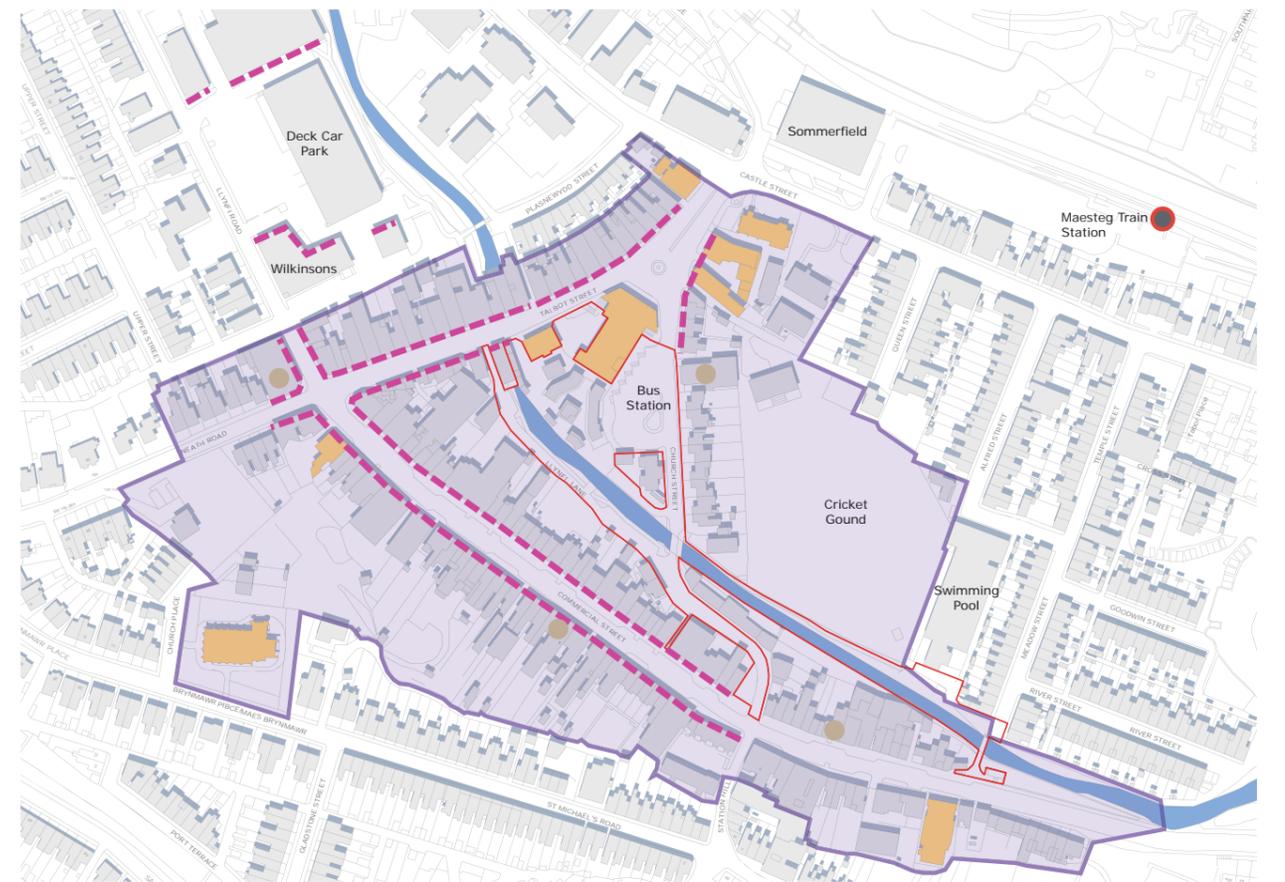
To assist in understanding how the building is used and how it relates to the external space indicative floor plans are included in Appendix 1.

The Town Council Office has a main public entrance on Talbot Street. There is an additional disabled entrance to the rear. The building, which has recently been refurbished to a high standard, is open to the public for a limited period of the day. It therefore presents a largely inactive edge to the site. The flanking wall piers are also listed.

Improvements to the public realm in this area should seek to enhance the setting of the listed buildings.

COMMERCIAL AREA

The site is located in the heart of the Town Centre adjacent to the main commercial area. The retail focus of the Town Centre is along Talbot Street and the northern end of Commercial Street. Larger retail units and the town's main car park are located to the rear of properties on the north side of Talbot Street, off of Llynfi Road.



Key local features and designations

- Maesteg Conservation area
- Listed buildings
- Main commercial frontage
- Train station
- Locally important buildings
- Site boundary

2.4 OVERVIEW OF PREVIOUS PHASES

Three phases of public realm works have already been undertaken in Maesteg Town Centre. A summary of the street furniture and materials used in each of these phases is provided in Appendix 2. This section provides an overview of the previous phases and identifies key conclusions that will have an impact on Phase four.

SURFACE MATERIALS

Paving materials that have been used in the previous three phases are primarily pennant sandstone and proprietary concrete paving with conservation kerbing and macadam road surfacing. The longevity of the concrete paving is likely to be much less than the natural stone paving, particularly given its light colour. Pennant sandstone is a natural, durable and local material that is appropriate for this setting. The quality of the detailing and laying of materials has not been to a high standard in some areas which will impact on the durability of the material and the overall appearance of the scheme.

STREET FURNITURE

Different 'families' of street furniture have been used in different phases within the town centre including litter bins, seating, tree surrounds, tree guards and railings. Coordinated 'families' of street furniture play a role in providing coherence in the streetscape and help to create a robust and maintainable scheme. The colour scheme of street furniture in the town varies between light blue and silver/grey.

COMMERCIAL STREET

From Tabor Church northwards the layout of Commercial Street has been altered to give a narrower carriageway, designated parking

bays and wider pavements. The road has been visually narrowed further with the introduction of granite channels either side of the road.

White pre-cast concrete slabs have been used for the pavement surface in this area. Some issues are evident in this area regarding poor cutting/detailing, discolouring and algae growth.

Slot drains have been used in the paving but these have not been coordinated well with the levels of the street or the building line resulting in a less discrete look. At crossing points there is a mixture of red blister paving and silver road studs. Seating is provided at regular intervals along the street with street trees and coordinating litter bins and lighting columns.

TALBOT STREET

Designated parking bays are also provided on Talbot Street although these appear to be too narrow for delivery vehicles resulting in some parking on the pavement. Pavement materials from Neath Road to the Town Council office is pre-cast concrete slabs coloured white. From the Town Council office eastwards the surface material changes to diamond sawn pennant slabs.

A feature shelter has been installed to replace an old structure. This incorporates artwork from local schools and provides an area of sheltered seating.

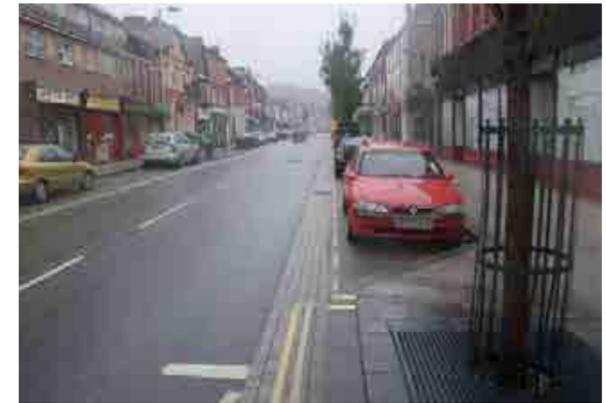
TOWN HALL SQUARE

The carriageway layout has been changed in this area to remove a central reservation. Pennant sandstone has been used on the pavements in this area and some of the road surface is stamped concrete with the appearance of black

granite setts. Low kerbs and the materials in this area successfully soften the environment and reduce some of the dominance of the highway. However, there are issues with taxis parking on the kerb outside the Town Hall which has caused damage to paving slabs.

PREVIOUS PUBLIC REALM WORKS CONCLUSIONS

- A significant amount of clutter remains in the street scene from signage and road paint
- Different street furniture has been used for different phases resulting in a lack of consistency and a clear direction for the specification of street furniture in Phase IV
- Pennant sandstone is a robust material which is more sustainable and longer lasting than the pre-cast concrete. However there are instances where it has not been laid properly or has been lifted and patched with macadam which has degraded the quality of the scheme
- There are two main colour themes in the town centre; gun metal grey and blue
- The previous phases have helped to update and improve the appearance of the town centre. However, poor detailing in some areas has reduced the quality of the previous schemes
- The needs of the taxis have not been adequately accommodated in the previous phases



Layout changes to Commercial Street



Natural stone materials used on Talbot Street



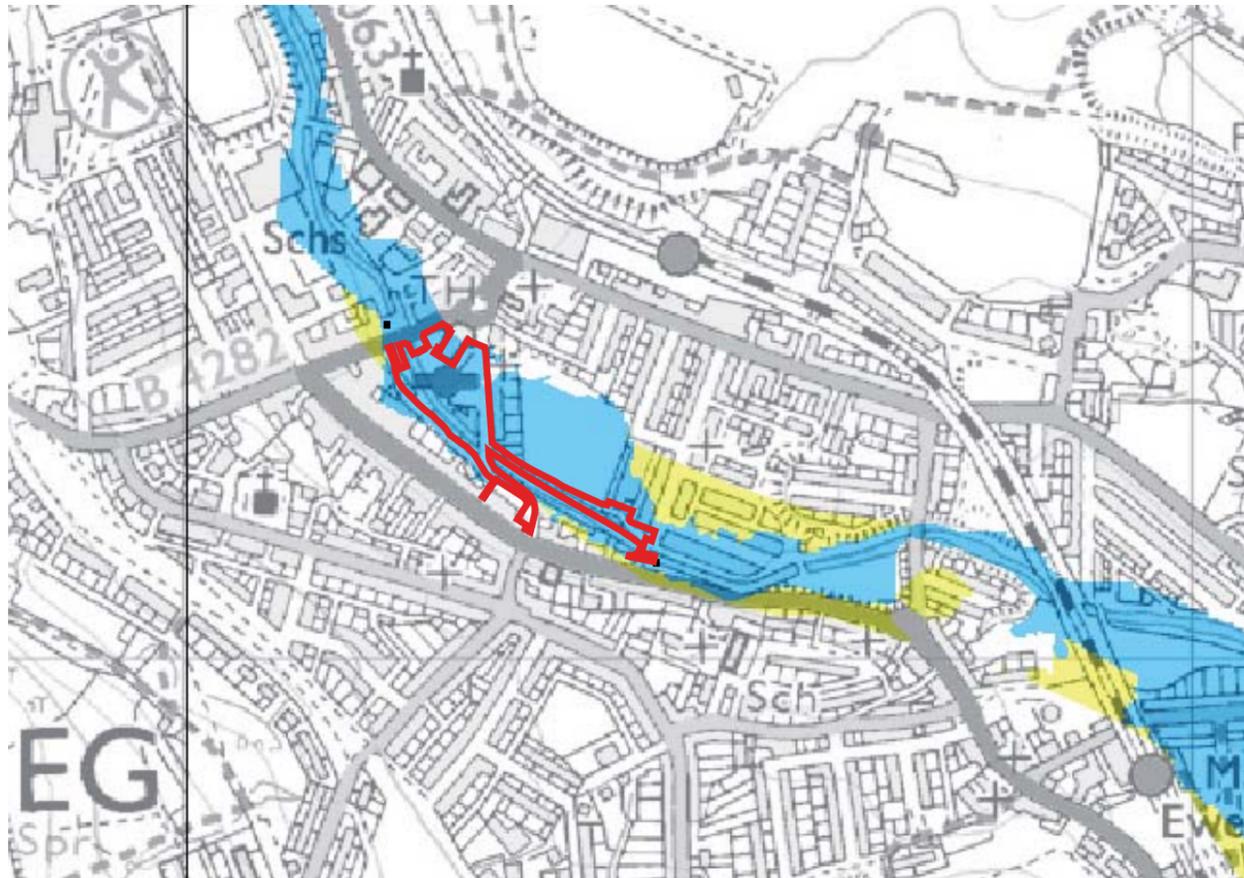
Change in road surface helps to highlight the importance of this space

2.5 FLOODING

The site is nearly wholly within the C2 flood zone as identified on the TAN 15 Development and Flood Risk '09 Development Advice Map. The C2 zone is an area without significant flood defence and used to indicate that only less vulnerable development should be considered subject to application of justification test, including acceptability of consequences. Emergency services and highly vulnerable development should not be considered in these areas.

The Environment Agency (EA) have been consulted on the status of the wall alongside the river and the outdoor market.

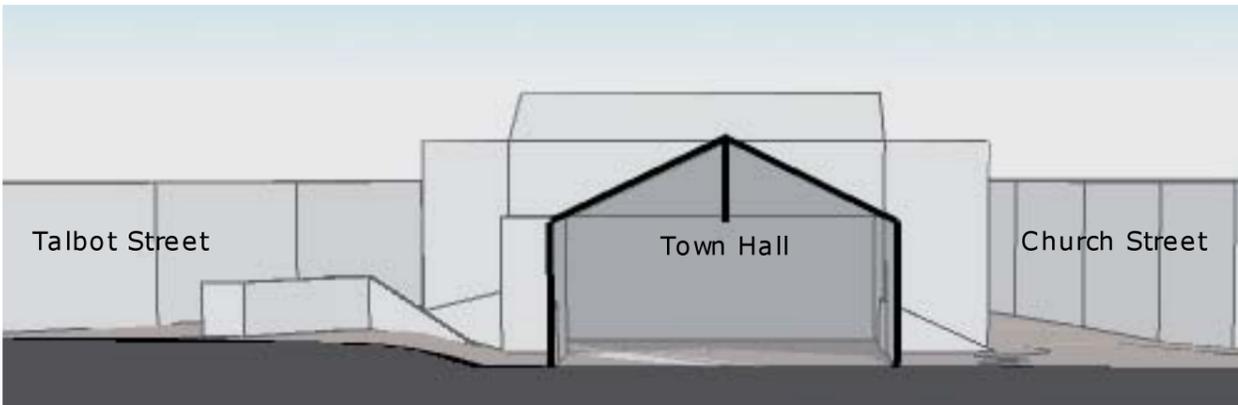
The EA state that:
'After attending the site we have concerns that the risk and frequency of flooding could be increased by the proposal to remove sections of the river training wall. Any works would require prior written consent from Environment Agency Wales. Although due to the concerns it is unlikely that the consent would be granted in this instance. We would discourage the removal or lowering of any sections of the wall in question, doing so could lead to an increase to flood risk to the surrounding properties and people.'



Flood zone area with identified site boundary

2.6 TOPOGRAPHY

There are some notable level changes on the site that will need to be considered in the development of proposals. In particular there is a drop of approximately 2 meters from Talbot Street down to the Town Hall building. The highest point is at the front of the Town Hall building with a slope down across the site towards the river.



Section through new public space and level change from Talbot Street

2.7 PUBLIC TRANSPORT AND MOVEMENT ANALYSIS

The information in this section is compiled from available published sources, Bridgend County Borough Council data and the results of a site visit held on 9th December 2009.

The key movement issues for this baseline report include:

- Bus station layout and facilities
- Existing highway layout
- Taxi operations
- Traffic patterns and flows
- Pedestrian desire lines
- Cycling
- Safety and security
- Funding

BUS STATION

The Bus Station is situated in Church Street with six stops numbered 1 to 6. The main operator is First Cymru.

Timetables at each stop indicated the following usage:-

The bus station is in constant use with approximately 122 arrivals and departures per day (Mon to Fri). Two buses were permanently parked up at the time of the site visit.

Cars and Taxis were seen to be using the Bus Station as a turning area which gives rise to concerns regarding potential conflicting movements and safety of this facility for passengers and drivers.

There is no apparent bus link to the railway station from the bus station although there are bus stops on Castle Street near the railway station.

The rail station is served by the Rail Link bus service, which links communities to the north of Maesteg to the rail network. Access to/from the station and the park and ride car park has limited capacity to accommodate larger passenger vehicles

Stop No	Service No	No of departures Mon-Fri	No of departures Sat	No of departures Sun
1	30	10	10	-
2	32	22	22	-
2	36	27	21	25
3	39	-	-	7
3	X3	12	11	-
4	30	10	10	-
4	32	18	19	-
4	36	19	24	14
5	No timetable displayed	Likely use as layover space/additional capacity		
6	No timetable displayed (37)	Online search indicates 4 services./day		
Total		122	121	46

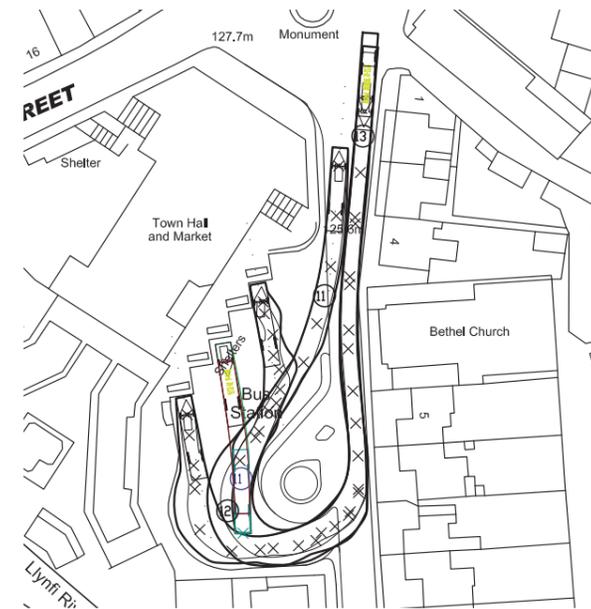
There is a recently constructed temporary dedicated taxi turning / waiting area incorporated between the entrance and exit to the bus station which is in constant use.

General pedestrian desire lines from the Bus Station are:-

- West to the Market Area
- North to Talbot Street
- South along Church Street, over the river bridge to Llynfi Lane area

Functionally the bus station layout appears to accommodate these general desire lines to and from the station, however the sense of arrival and legibility is poor.

The image below shows the swept path required by a regular length bus to negotiate the existing bus station arrangement. Based on these initial observations there appears **limited scope to amend the station layout or to increase the public space around the station.**



Swept path analysis of the bus station for a regular length bus

Alternative options for the bus station layout have been considered in work to date, including provision of a hammerhead turning area, a more parallel bay arrangement and setting aside a specific area for taxis. The image below shows a sketch of one of the options considered. However, based on the requirements for a bus swept path, plus the conflict created by this option requiring loaded buses to reverse into the path of oncoming buses and other traffic on Church Street these alternatives have been ruled out at this stage.

The operational requirements of the bus station is therefore a constraint on a more fundamental review of the space around the Town Hall.



Rejected alternative layout for bus station

EXISTING HIGHWAY LAYOUT

Church Street: Church Street is two way with a weight restriction at the river bridge. The road width is 6.4m at the bus station exit, 5.3m outside the church, 5.6m at the station entrance and 5.75 prior to the river bridge. The road over the bridge is 3.2m wide.

There is a segregated footway over the bridge. Cars park on the western side of the Church Street between the bus station entrance and the river bridge (no yellow lines on this side). There is little scope to narrow the road any further.

From our observations it is apparent that taxis regularly congregate at the kerb side adjacent to the junction of Church Street and Talbot Street near the monument. These taxis create an obstacle to buses making a left turn from Church Street into Talbot Street.

A taxi waiting / turning area has been created between the entrance and exit to the bus station, a 3.2m wide road around a 5.5m diameter island. The taxi service appears to be well used with a constant turnover of passengers, however the island is somewhat isolated and requires pedestrians to cross from Church Street or across the station.

Llynfi Lane: Llynfi Lane is a narrow (3.6m) one way road leading from Talbot Street to Church Street.

The lane is signed access only and serves the rear entrances of the properties fronting onto Commercial Street.

The road is surfaced and there is a paved riverside walkway between Llynfi Lane and the river.

Several cars and small commercial vehicles were noticed using this lane but due to the nature of businesses along the lane, the use of larger commercial vehicles should be expected.

Close to the junction with Church Street there is a veterinary practice with a dedicated parking area for 8 – 10 vehicles.

TAXI OPERATIONS

The integration of bus and taxi services in a central location within Maesteg Town Centre is important for continuing to build improved integrated transport facilities.

Bridgend CBC have undertaken an extensive Taxi strategy Research report in 2008/09. The key elements of this research relevant to the Phase IV public Realm study are as follows:

- The dedicated taxi waiting/turning area is rarely used by drivers and passengers. The preference is to use this facility as a layover awaiting passenger pick up at the Market Hall steps
- Taxi waiting areas have no seating and no shelter and have to be approached by crossing the large exit area used for buses leaving the bus station
- There is difficulty for drivers to see safely due to large buses visually blocking views in the area
- The taxi waiting/turning area is not sign posted
- Drivers are aware that taxi's are parking illegally on double yellow lines at the indoor market entrance but say that there is insufficient demand at the designated waiting area
- Passengers awaiting taxis continue to wait outside the market entrance
- Market Hall entrance provides some amenities such as a shelter, wooden seating and a ladies toilet

- Opposite the Market Hall Entrance is a taxi office where passengers also wait

The report also sets out some important statements from people who attended the focus groups including:

- “[taxis] are a not a luxury... a bit of a life saver for us in Maesteg... only way to get home after certain times”
- Vehement on need for a taxi rank in Maesteg... current means are described as chaotic, and a strong desire for a waiting place where people could wait and catch a taxi in an orderly fashion.
- “If there is a designated rank in Maesteg it is not used”
- “...there's a spot just down the bus station for taxis but logically people are not going to wait down there for a taxi.... it's too far out of the way”
- “...cabs end up circling searching for space at the Market entrance”
- “If a rank was to be provided in Maesteg it needs to be in a more convenient location... drivers and customers educated to use it”
- “lack of enforcement and drivers unwillingness to use the taxi waiting area means that they often pick up on-street
- Taxis seen as an essential part of disabled peoples' lives
- Accessing a taxi in Maesteg at night was seen by traders as difficult, not properly policed and lack of appropriately located taxi ranks.

Taxi drivers also reported the following:

- Most journeys in Maesteg are very local 5-10 minutes
- Weekends are busiest
- Problem with lack of properly situated taxi waiting areas.... “that stupid rank down by the station...”

- Lack of responsiveness from the council “...asked them to put a rank near the market... they just don't want to know”

In discussions with BCBC officers it has been clear that in previous phases of public realm improvements insufficient attention has been paid to accommodating the needs of taxis and this needs to be addressed as this project moves forward.

TRAFFIC PATTERNS & FLOWS

The following figures present available traffic flow data for the study area:

At the monument junction of Talbot Street, Church Street and Queen Street flows were recorded in 2006 which totalled 6429 total vehicles over a 12 hour day in all directions. The dominant flow through this junction is East/West along Talbot Street where some 5149 vehicles were recorded. A significant number of vehicles were also recorded travelling from Talbot to Church street of 339 (12hr), and from Church Street to Talbot Street 356 (12hr two way).

At the junction of Castle Street (A4063/B4282) and Talbot Street flows were recorded in 2006 which totalled 12671 total vehicles over a 12 hour day in all directions. The dominant movement at this junction across the 12 hour day is north south on Castle street were 6334 vehicles were recorded.

Vehicles were classified in these 2006 counts and a total of 162 heavy goods vehicles were recorded at Castle Street/Talbot junction and 139 HGVs at the Monument junction.

PEDESTRIANS

It is clear from the site visits that there are strong pedestrian desire lines present throughout the study area and some key generators of local pedestrian activity such as the retail area, post offices, market, plus taxis and buses. As this project develops the provision of a legible and permeable outside market area will be a key challenge as this space will have to cater for key desire lines for shoppers, bus/taxi users and new visitors to the town centre.

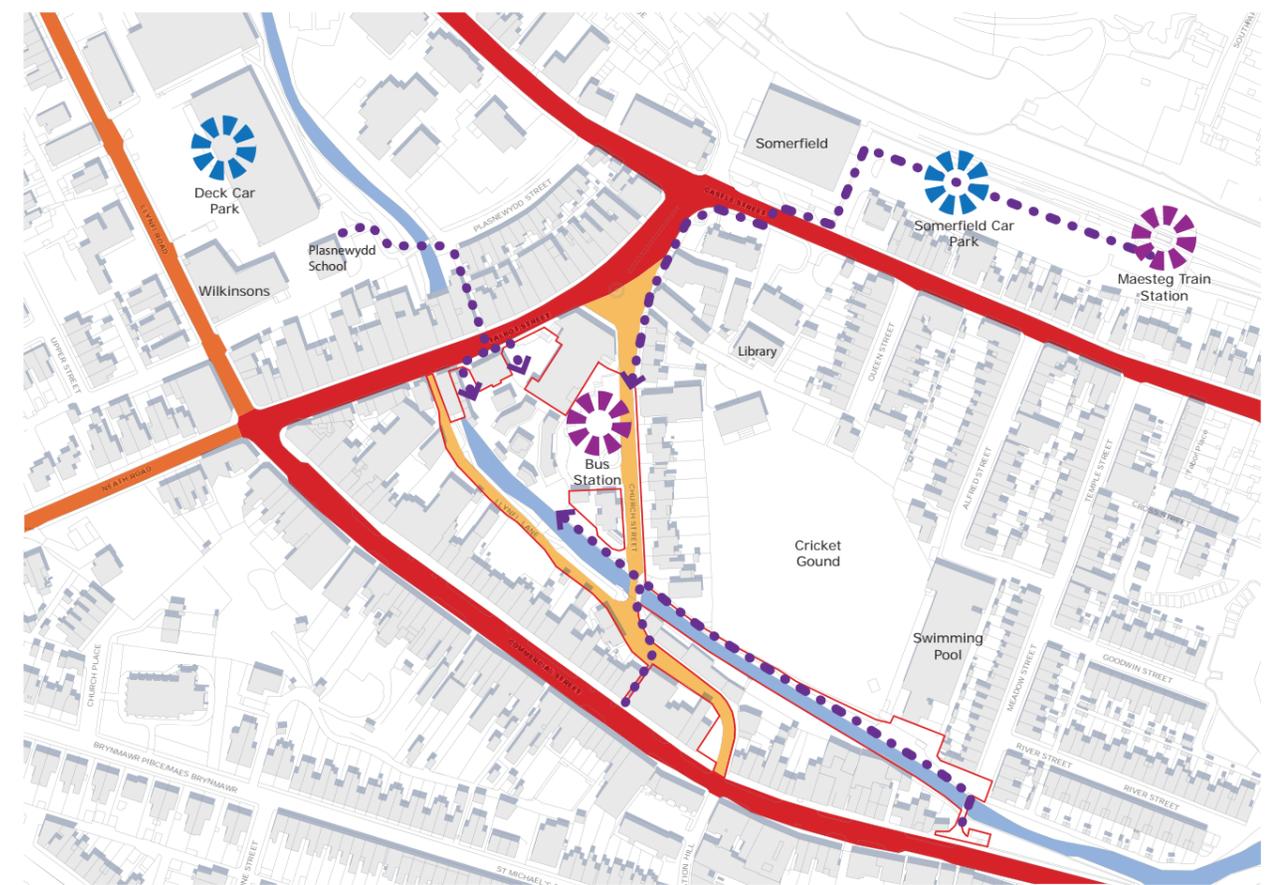
Critically important will also be the provision of a Disability Discrimination Act (DDA) compliant route through the new development to ensure that the needs of all users are provided for.

A link from the bus station to the rail station should be demarcated by appropriate pedestrian facilities and a series of fingerpost signs for pedestrians.

Pedestrian links which have been retained as the town developed do have potential for improvement and increased usage. These routes often provide short cuts for pedestrians but typically require work to add interest and improve perceptions of safety. A route exists as present through to Talbot Street from Plasnewydd Street and the retail development and car park to the north. A pedestrian crossing is also available to access the market, although it is slightly offset rather than providing direct access.

CYCLING

Maesteg could benefit significantly from two proposals for cycle routes and cycling measures set out in the latest programme continued within the Sewta Regional Transport Plan. The proposed new cycle route along the Llynfi Valley could be implemented during 2010/11 at a cost of £200,000 and the Bridgend Active Travel Network (including Maesteg) could also be implemented 2011-2014 at a cost of £300,000. In consultations with BCBC officers the potential for terminating a cycle route at the outdoor market was considered. Provision should be made for cycle parking that is safe to use and for all weather, within the scheme.



Movement plan identifying key routes and arrival points

- Main route
- Secondary route
- Minor route
- Pedestrian route
- Private vehicle arrival point
- Public transport arrival point

ACCIDENT REPORT SUMMARY

On 10th February Capita Glamorgan provided a report on collisions in the study area. All collisions from 01.07.2004 to 30th June 2009 were identified within a 500 metre radius of Maesteg Bus Station (see figure in Appendix 3).

The total number of collisions recorded in the area was 58. This total comprises, 0 fatal collisions, 10 serious, and 48 slight.

The collisions occur across the study area. Serious collisions were recorded in the core of the study area in following locations:

- Commercial Street x1
- Commercial Street/Talbot Street Junction x 2
- Talbot Street near the monument x 1
- Talbot Street/Castle Street Junction x 3
- Castle Street north x 1
- Castle Street south x 1

Clusters of collisions have occurred in the following locations:

- Talbot Street central
- Castle Street South (between Queen Street and Meadow Street)
- Commercial Street/Talbot Street junction
- Commercial Street/Church Street Junction

Within the bus station area two slight collisions were recorded, one near the bus bays and one on Church Street at the bus station entrance.

The majority of the collisions recorded are between two vehicles. Approximately 25% of recorded casualties were pedestrians. Two of the 58 collisions in the area involved pedal cycles.

SAFETY & SECURITY

At the time of writing it has not been possible to access records on collisions and severity of accidents in the study area.

As the design for the bus station area evolves it will be important to recognise the comments from the BCBC CCTV team representatives who highlighted the potential for anti social behaviour and potential crime in the bus station area. This is currently an issue that the design will need to tackle to provide a facility which is attractive, safe and convenient for public transport passengers to use.

It is also important to ensure that the changes to the outdoor market do not create further opportunities for anti social behaviour and gathering places for youths as this has been raised as an issue in the Town Centre.

Natural surveillance opportunities are limited with the current arrangement of the market units and the sight lines to/from the bus station area are limited at present.

Lighting is another area which will need to be co-ordinated with future CCTV provision, as will any tree planting/landscaping projects.

ACCESS & SERVICING

Existing servicing arrangement at the Market detract from the southern entrance to the site where the existing combination of refuse and skips are clearly present. For the future development of a project in the outdoor market area it is proposed that the waste management regime be reviewed and that the market be incorporated into the scheme for the existing town centre traders, or an appropriate alternative management regime be introduced to avoid the need to accumulate large volumes of waste on site.

Should this study develop options for improved usage of the theatre/venue with the Town Hall it will be important to recognise that the existing "get in" is likely to severely limit the range of productions which can be accommodated. Additional measures will be necessary to improve servicing and access backstage for the theatre.

FUNDING

There is potential for the Maesteg Bus station to be incorporated into current projects in development for funding under Sewta and the Regional Transport Plan. Interchange projects are likely to benefit from a high priority and there is potential to explore opportunities for match funding via Sewta.

SUMMARY KEY ISSUES FOR NEXT STAGE:

- Need to reduce potential conflict between buses, taxis and pedestrians at bus station
- Recognition of need to accommodate taxis in locations where users demand, review potential for retrofitting of new taxi bays.
- Provision of appropriate signed route between bus and rail stations
- Need to significantly improve the passenger waiting environment at the bus station and incorporate into surrounding activities at indoor/outdoor market – perhaps utilising single glazed structure
- Explore scope to significantly enhance points of orientation such as market entrances by widening and raising heights of doorways and improvement of pedestrian routes to/from and signage
- Improve servicing and waste management for market and theatre
- Continued facilitation of existing highway capacity
- Improve access points for pedestrians between town centre and market area
- Incorporation of cycle measures within the emerging public realm improvements especially through appropriate design speeds
- Recognition of needs of disabled users in emerging designs especially with regard to existing and proposed levels.

2.8 'PLACE' REVIEW

One of the key aims of this commission is to make proposals that will contribute to creating a high quality environment which has a strong 'sense of place'.

Theory¹ suggests that there are three key components that contribute to the perceived sense of place:

- Physical setting- townscape, built form, permeability, landscape, furniture
- Activity- land uses, pedestrian flow, behaviour, noise and smell, vehicle flow
- Meaning- legibility, cultural associations, perceived functions, attractions, qualitative assessments

The physical setting is only one element of how people perceive a place and should be considered alongside what happens in a space and what this means to people. Therefore the site has been analysed in respect of these three elements to identify its current strengths and weaknesses. In proposing improvements to the physical setting it will be important that the existing positive elements of activity and meaning are maintained and built upon. It is clear from the research that has been undertaken for this project that the appearance of a market is not necessarily its defining factor. Markets are often rudimentary in appearance but those that are successful have the key elements of activity and meaning that gives them a strong identity that attracts people back again and again.

PHYSICAL SETTING

The study area has a number of features, including the river, two listed buildings and a location at the centre of the town, that have the potential to create a strong sense of place but this potential is not currently being fully realised.

Key Buildings

The listed buildings (as identified in section 2.3) are attractive historic buildings, however, the rear of the buildings are currently partially masked by the outdoor market buildings and so a real appreciation of them can not be gained.

The Market

Whilst the market occupies an enclosed space that offers a level of intimacy and potential excitement, the market buildings themselves do little to contribute to the sense of place. The buildings appear to have a number of failures including:

- The layout of the units provides too much frontage for most stalls and a lack of a back room for a workshop or storage. Therefore what is supposed to be active frontage is often shuttered up and becomes inactive.
- The height of the roof pitch is excessive and is not required. This contributes to making the units cold and obscures views of the listed buildings.
- The design of the buildings is dated and some of the materials have faded resulting in a tired look.
- The buildings create a barrier to pedestrian movement from the bus station to Talbot Street.
- Inappropriate design and material in relation to listed buildings

The most successful buildings in the outdoor market appear to be the smaller units immediately off Talbot Street facing the west side of the Town Council Offices. These units have a clear front and back and attract the passing trade from Talbot Street. The appearance of these units needs some improvement but the location and orientation of these units seems to be appropriate.



The town hall is a prominent landmark building

The surface materials employed in the market consist of concrete, macadam and block pavers. Whilst functional these do not reflect the nature of the space, its history and its potential to be an important space within the town.



The market buildings look tired and make the space feel enclosed and oppressive



The market lacks a sense of character and quality



The entrance to the market is unattractive and uninviting

1. Public Places Urban Spaces: The Dimensions of Urban Design, Carmona et al, 2003

The River

Typically of towns of its period Maesteg turns its back on its river. The river is culverted under Talbot Street and emerges in the vicinity of the outdoor market. The connection between the outdoor market area and the river is currently poor due to the stone wall along the river edge and the significant drop between the market and the river. Due to the flood zone identified in the TAN 15 flood maps it is likely that the wall adjacent to the market offers some defence against high water levels (this needs to be confirmed with the Environment Agency). The opposite side of the river is more open to the river with just metal railings along a riverside path.

The river is relatively clean and attractive although there are some areas of overgrown planting and the water is fairly shallow. There is a Rivercare group in place in Maesteg who aim to keep the river clean and attractive. There is scope to exploit the river to benefit the commercial area of the town and as a recreational asset. However, by turning to address the river, the backs of the buildings on Commercial Street become more prominent.

Bus Station

The bus station environment consists of free standing shelters at each stop as well as a shelter and operators office built into the side of the Town Hall building. The layout and materials of this area have been dictated by bus turning requirements which has resulted in a rather utilitarian appearance and an indistinct arrival point into the town. More emphasis needs to be given to the importance of this place as a welcome to the town by reducing the apparent scale of the space, softening the environment, improving the setting of the Town Hall and improving the waiting environment.

Security

The site is bound by high security measures including CCTV and razor wire on top of gates and walls. These measures are clearly in place for a reason but they create an impression of an unwelcoming and threatening environment. Consideration needs to be given to the removal of obtrusive security measures and to ensure that any measures are designed-in to the scheme.

ACTIVITY

There are two main generators of activity in the site; the bus station and the market. The bus station brings people directly into the site providing significant potential footfall through the site. However the outdoor market does not provide an attractive point of arrival with no frontage to the bus station and the route through to the main commercial area on Talbot Street is not immediately obvious. Therefore some footfall is lost with people going around the front of the Town Hall to get to Talbot Street. The bus station waiting environment is also poor.

The outdoor market currently lacks the hustle and bustle of a vibrant market place. There is little opportunity for looking and browsing and so the market seems to mainly attract people who are visiting a specific shop.

Although there has been a significant visiting market and a farmers market in the past it seems that this has declined to a couple of stalls that set up in the area adjacent to the western entrance to the indoor market. Getting the right mix of activities, whether they are regular or one-off, is essential to bringing activity back into the market. The management of the indoor and outdoor market and the Town Hall is as important to the success of this area as any physical improvements.

MEANING

Historically the market has had a strong sense of identity and meaning for those living in and around Maesteg. Market day was a big attraction for the town which drew people in from a wide area as well as local people. It is clear that market and trading conditions have changed over the years and recreating the conditions of the market as it was will not necessarily be possible but the perception of the market can certainly be improved.

There is a strong commitment to the market from a number of the traders who have had a presence there for many years. Fostering the positive elements of long serving traders in the market will be important to building up the significance of the market again.

The market offers the opportunity to be a place for social interaction and community building. There are currently few places within the Town Centre that offer the right conditions to stop and meet with people or a place for events. The location of the market in the centre of the town and the space that it provides presents the opportunity to accommodate such activities which will give the area additional meaning.

CONCLUSION

It is clear that there is scope to improve the physical setting of the site through improvements to the public realm and buildings which will in turn improve the attractiveness and appeal of the area. However it is also important to create the right mix of activity in the area and foster a strong sense of meaning for this space within the town for it to be truly successful.



Backs of properties face onto river



The bus station waiting environment



Dominating security measures

2.9 BASELINE CONSULTATION

Consultation has formed an integral part of the baseline research. To date this has been undertaken in two main formats: stakeholder surgeries and trader interviews. These processes are summarised below.

STAKEHOLDER SURGERY

At the baseline stage of the project the consultant team was keen to build a comprehensive understanding of the study area and how it is used. To assimilate this knowledge a series of meetings were held with key stakeholders from the local authority, local councillors and market traders. This initial series of meetings was held on 25th November 2009. The following groups attended the meetings:

- Operational officers
- Public transport and access
- Planning and strategy
- Market traders
- Council members

Each session began with a short presentation outlining the scope of the study, the purpose of the consultation and a summary of the consultant team's current understanding of the strengths, weaknesses, opportunities and threats for the site. The stakeholders were then given the opportunity to convey what they saw as the key issues and opportunities in the area and any functional requirements in relation to their area of interest.

This first meeting enabled a large amount of information to be collected by the consultant team at the start of the process which would be used in the development of design proposals. This stage also kept key stakeholders informed of the process and involved in the development of proposals for the site.

A range of very useful information was collected at these meetings. A summary of the key points from each of the meetings is provided in Appendix 4. The same groups of stakeholders have also attended a second meeting at which initial proposals were presented for discussion and feedback.

TRADER CONSULTATION

One particular outcome of the initial consultation was the need to undertake further consultation with traders. One of the key concerns expressed by the traders represented at the meeting was maintaining continuity of trade during the implementation of improvements so that customer loyalty is maintained. In addition to this some expressed a degree of scepticism about the consultation process and whether the improvements will meet their needs. The root of some of this pessimism seemed to be experience of the disappointing and negative impact of the previous changes to the market when the permanent buildings were erected. Therefore it became clear that further work was required with the traders to keep each of them informed of the proposals for future improvement in the area and to gain a greater understanding of their key concerns and requirements.

Following initial contact with some of the market traders at the stakeholder surgery session, further consultation was undertaken on 10th December 2009. A questionnaire was prepared to help establish the key needs and aspirations of the traders and their commitment to the market in the long term. Each trader in the outdoor market was visited individually or provided with the questionnaire. A copy of the questionnaire and responses is provided in Appendix 5 and 6.

The following points have been summarised from this consultation:

- Half of traders spoken to have been trading in the market between 17-24 years and most of the traders are committed for the long term, however there is a significant concern regarding the current condition of the market and future viability
- Most traders have had a decrease in turnover in the last 12 months, with the exception of the butchers (partly due to the closing of other butchers in Maesteg)
- The opening of Tesco was commonly stated as a reason why trading the market has generally decreased
- The majority of traders identified the general appearance of the market and lack of upkeep as a substantial limitation. They also saw the significant lack of footfall through the market site as a large constraint

“Looks awful, no atmosphere, needs upgrading”

- Few positives were mentioned about the market but a few traders stated that loyal customers were a key asset, as is the size of the stalls and the low rent
- All traders spoken to are willing to temporarily relocate if needed, but all agreed that consultation and advanced details of timescales would be needed
- There was a consensus that a visiting market would improve the market, quality and footfall
- Promotion of the market came across as a pressing issue for a few of the traders who have tried their own measures of promotion but to no avail, including improving signage and advertisements

“A visiting market, improved appearance, more food stalls, and traders working together will help to improve the outdoor market”

- Most traders have small occasional deliveries with the exception of the rug stall which has regular large deliveries and the butchers with daily large deliveries
- All traders need electricity, lighting and water

This process also allowed us to talk individually to traders about the potential changes to the area and make it clear that their needs are being taken into consideration. It is clear that it will be crucial to keep traders informed and involved in the process so that they are clear about what is happening and they have the opportunity to contribute to the design and future management of the market.

2.10 SUMMARY SWOT ANALYSIS

The key findings of the baseline work have been summarised in the following SWOT analysis.

STRENGTHS

- The loyalty of customers and traders in the market
- Positive contribution of listed buildings and surrounding built heritage
- Potential footfall to/from bus station
- Positive impact and lessons learnt from Phases 1-3

WEAKNESSES

- Market layout insufficiencies
- Poor permeability and legibility of outdoor market
- Conspicuous security measures
- Insufficient taxi accommodation
- Poor quality bus waiting environment

OPPORTUNITIES

- Appropriately address the riverside
- Become the heart of the Town Centre
- Establish the market as an attraction that brings new people to the town
- Use materials that have been successful in the town in previous phases
- Become a space that is used for a variety of events by a variety of people
- Improve public transport facilities
- Integrate public transport modes
- Fit with funding opportunities

THREATS

- Lack of an suitable maintenance regime
- Vandalism and lack of care
- Lack of enforcement
- Flooding
- Need to include and consider all groups in the process
- Not obtaining funding
- Changing shopping habits



Positive buildings



Market buildings obscure landmark buildings



The market creates a barrier to movement and legibility



Poor market atmosphere



The river could be more of an asset for the town



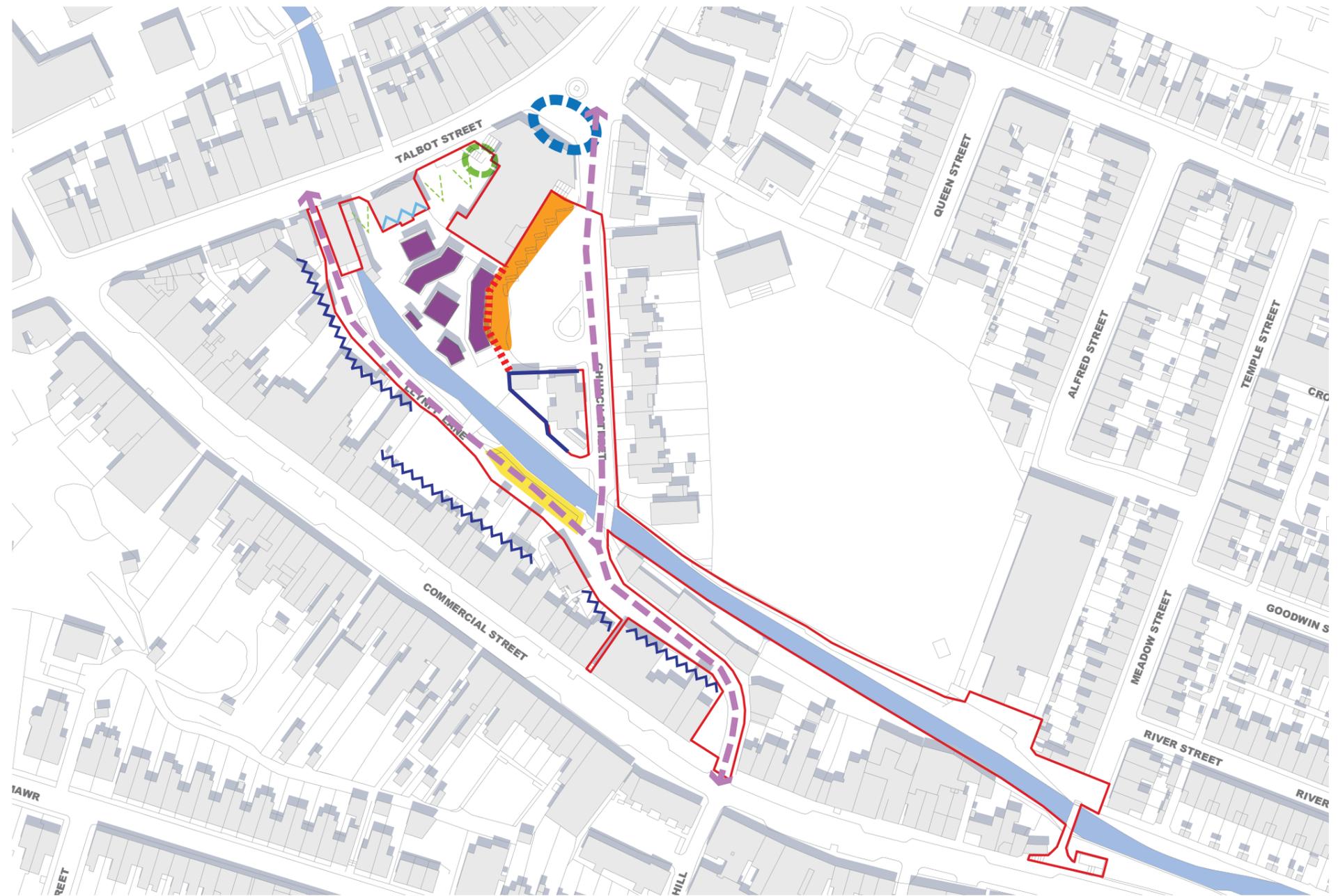
The bus station brings people into the study area

2.11 ISSUES & OPPORTUNITIES

In addition to the SWOT analysis spatial issues and opportunities plans have been prepared. These physical issues will influence the future design of the site.

Key

-  Study area boundary
-  Main traffic route through site
-  Unattractive market buildings
-  Back of market creating a barrier for movement and legibility
-  Taxi's waiting and dropping off
-  Unused toilets and steps
-  Level changes from Talbot Street
-  Unattractive bus waiting area
-  Vet's parking bays
-  Unattractive rear elevations
-  Attractive rear of council offices blocked visually by market buildings
-  Back of private property



Issues plan showing how the study area is configured spatially and physically with areas that will need to be considered in analysis and design



Key

-  Study area boundary
-  Improve arrival into the town
-  Improve entrances into the market
-  Relink and improve existing primary retail circuit through improvements to the market
-  Strengthen 'secondary' retail/town circuit
-  Improve riverside walkway
-  Improve riverside setting
-  Improve pedestrian links to and from the bus station
-  Create attractive views into the site
-  Improve links to the indoor market
-  Improve edges and boundaries



Opportunities plan looking at how existing elements of the site can develop into town centre improvements

2.12 CONCLUSION

KEY CONCLUSIONS

A number of key conclusions can be drawn from the baseline analysis.

- The layout and style of the market buildings are fundamentally flawed and need to be changed
- Another use(s)/attraction(s) would benefit the space
- The outdoor market does have the potential to be a great asset for the town
- The bus station environment is poor and needs to be improved
- The bus station layout cannot be significantly altered within the space available
- The area needs to work harder as an arrival point to the town
- Taxi provision needs to be improved
- The space should relate closely to the indoor market and other activity in the Town Hall
- Drainage needs resolving
- This phase should use best of the materials that have been used in the town
- Security measures are imposing and uninviting
- The riverside is an underexploited asset for the town

MATTERS TO BE ADDRESSED

The following bullet points identify a range of matters that need to be addressed in the forthcoming design stages. These matters have been divided into those that are fundamental, important or additional. The fundamental matters are those that are considered to be **vital for the long term, sustainable improvement of the area** and should be a priority in implementation.

The second set are matters that are important in the improvement of the area and should be considered in conjunction with the fundamental issues. The additional matters should also be given consideration but are longer term or peripheral issues.

Fundamental

- Improve the bus station environment
- Remove outdoor market buildings and establish a new layout
- Involve traders
- Establish the right activities
- Accommodate desire lines

Important

- Materials specification
- Furniture
- Planting
- Lighting
- Entrances
- Shelter
- Renewable energy
- Performance space
- Integrated public art
- Security
- Interface with river

- Riverside walk
- Link to train station
- Cycling provision

Additional

- Property backs on Llynfi Lane
- Town centre information point/arrival point information
- Parking for church



SECTION 03: DESIGN OBJECTIVES AND PRINCIPLES

Building on the conclusions of the baseline analysis this section presents principles and a concept for the improvement of the site. These ideas will be developed at the next stage of the process.

DESIGN OBJECTIVES & PRINCIPLES

3.1 VISION

The Maesteg Phase IV public realm improvements will create a new focus for local independent retailing and a public heart to the Town Centre. The improvements will create an attractive and accessible 'place' that will support a revived outdoor market and a flexible public space that will accommodate local events and visiting markets. The use of the space by the local community and the attraction of local independent retailers will help embed the site in the heart of the community.

The new market place will be complemented by an improved bus station that will provide a comfortable environment in which to wait for the bus. The design of the new buildings will build upon the history and heritage of the town to strengthen its unique identity. The improved bus station will also create an enhanced arrival point into the town centre providing information about the Town Centre, events, taxi locations and the location and linkages to the train station will be made clear.



3.2 OBJECTIVES

The investment into this area should seek to achieve a number of objectives as set out below:

- Improve the sense of arrival into the Town Centre by bus
- Provide a better waiting environment at the bus station
- Celebrate the listed buildings, improve their setting and the character and appearance of the conservation area
- Provide a flexible public space that can be a focal point for activity in the town centre
- Reinvigorate the outdoor market by making it more attractive and drawing people into the space
- Contribute to the overall regeneration of the Town Centre to improve its attraction and appeal as a centre for retail, services and culture
- Establish a robust, durable and timeless design that will be adaptable over time
- Create a safe and secure area that will not encourage crime and antisocial behaviour
- Provide an environment that is easy to maintain
- Accommodate at least the same floor space for the market units as what currently exists

The proposals for the public realm should seek to contribute more than a renewal of what currently exists. The investment should contribute to the regeneration of the Town Centre and build on the improvements in the Town Centre (that has already taken place). This central site presents the opportunity to enhance the offer of the Town Centre by providing an improved quality market and a new public space that can act as a 'heart' for the town.

Additionally the proposals should seek to improve the experience of public transport use and accommodate potential future increase in the use of public transport.

3.3 PRINCIPLES

Following the analysis of the site a set of principles have been developed in relation to the main elements of the site. These are as follows:

OUTDOOR MARKET

- Removal and replacement of existing market buildings
- Improve the presence of entrances into the indoor market
- Reduce intrusiveness of security measures
- Use high quality surface materials that match the profile of the area
- Provide flexibility for personalisation of stalls
- Consider management options to attract additional uses and events to the area

BUS STATION

- Layout to remain largely the same
- Utilitarian appearance to be softened through the use of materials and tree planting
- Improve the facade of the Town Hall building
- Discreetly locate CCTV
- New lighting
- Establish a suite of street furniture for use throughout the area
- Provide an arrival information point
- Provide clear signage for onward movement
- Locate market cafe to act as an additional waiting point to serve the bus station

RIVER

- Improvement of walkway on north side of river
- New riverside and marginal planting particularly on the southern side of the river
- Formal tree planting along stretches of the river
- Improve cricket ground boundary
- Explore the potential for harnessing hydro power from the river
- Long term improvement of the backs of properties onto Llynfi lane

3.4 ADDITIONAL OPPORTUNITIES

The following have been identified as additional opportunities for the study area to be considered in conjunction with the public realm works.

ARTISTIC INPUT AND ART OPPORTUNITIES

Involvement of a public artist at an early stage in the development of ideas and principles will enrich the design proposal. Some initial opportunities for artistic input have been identified in the following areas:

- Floorscape artworks- to be robust and subtle
- River artworks- to bring attention to the river and could be combined with opportunities for generating hydro-power
- Town Hall windows- improving the appearance of blocked up windows of the Town Hall
- Consideration should be given to temporary art works that will attract attention and draw people into the area.

INCREASING THE ROLE OF THE TOWN HALL AS A CULTURAL VENUE IN THE LLYNFI VALLEY

Maesteg Town Hall is the principal cultural venue in the Llynfi Valley. Currently the Town Hall is host to amateur groups and choral societies but opportunities have been identified to expand the contribution of the Town Hall to Maesteg and the wider area. This could see the Town Hall host professional performances, functions, a gallery and other cultural activities. If this was to be implemented alterations to the building may be required. In particular the existing public access to the building and the ticket office, which are currently unclear, uninviting and not inclusive, needs improvement. To expand the role of the Town Hall a feasibility

study will be needed to ascertain how the main entrance can be improved. The area around this entrance on the north western side of the building off Talbot Street, including the currently disused steps and ladies toilets, may be used to facilitate these improvements.

Opportunities for greater connection between the bus station and the indoor market should also be explored. There is an entrance into the market on the bus station side of the building which is currently blocked up. Opening this entrance would help to increase footfall on this side of the market which is reported to be lower than the other side. However, opening this entrance would result in the loss of a market stall. Whilst there is currently a vacant stall on this side, the potential loss of space should be considered against the potential increase in footfall and alongside the wider management considerations for both the indoor and outdoor markets.

BROADENING THE SCOPE OF THE MARKET

As indicated in the 'place' analysis, the success of the market will be dependent on much more than physical improvement. Research into both visiting and permanent markets has revealed numerous examples of markets that are successful, vibrant and have successfully contributed to the improvement of the wider area. Typically these examples have capitalised on trends such as re-localising, promotion of healthy eating, community development and business enterprise. Addressing a number of cross-cutting themes helps to support the market and contributes to the sustainable regeneration of the area. Opportunities for promoting the market and its range of local traders should be explored alongside the physical improvements to the area.

Opportunities for Maesteg Market

- Make the most of various forms of funding that are available
- Build strong links with local partners, schools and companies
- Local publicity and small events should be maximised as these bring people in and create more trade for surrounding shops and cafes
- Markets and events promote healthy living and eating and should make use of nearby open space and any allotments for community projects linked to the market
- The market builds a strong sense of community between the traders, organisers and local people
- Links with the Rural Development Plan in the Bridgend Valleys
- Raising the profile of significant buildings in the community increases footfall and builds a sense of community and pride. This could apply to the prominent Town Hall in Maesteg, building stronger links with the market and community
- Promoting the market as part of the town's culture and tourism strategy would open the market to improved and wider promotion and raise its profile
- Organisation and promotion of local community events involving the market would build community spirit and increase footfall for the market and the town centre

Markets have a high impact on public health. They act as a gathering space; allow easy access to local produce; are social and economic outlets to community gardeners; can serve as an agent in a larger community network and provide individual empowerment and social integration.

Project For Public Spaces



St Georges Market, Belfast



SECTION 04: DESIGN DEVELOPMENT

This section presents some of the background to the development of the proposals set out in the following section. In particular it sets out the rationale behind the arrangement of the market and the bus station.

DESIGN DEVELOPMENT

4.1 OUTDOOR MARKET

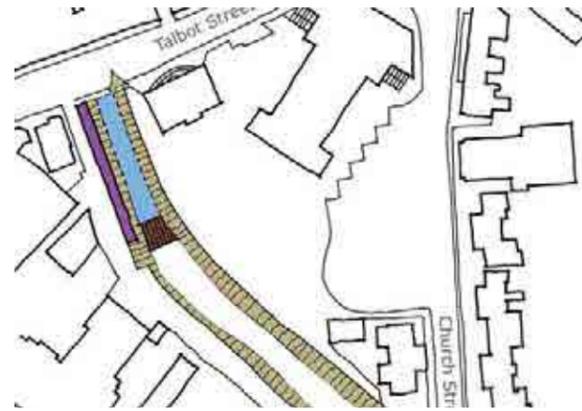
Building on the analysis of the site and the objectives set out in the previous section, the design process revealed the difficulty in addressing all of the aspects of the site. This resulted in the development of two main options; making the river a primary feature or sacrificing the predominance of the river for the benefit of the other elements of the site.

RIVERSIDE OPTION

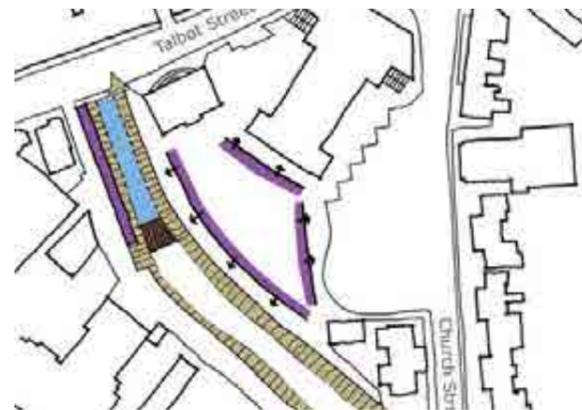
Whilst turning the site to face the river creates a better riverside connection through the site to Talbot Street it also presents a number of issues:

- Accommodating market units that face on to the river, the Town Hall and the bus station creates awkward development blocks. One of these priorities would need to be sacrificed
- Whilst the riverside walkway is improved, the desire line between Talbot Street and the bus station becomes difficult to accommodate
- The wall alongside the river provides some flood defence to the area and should not be lowered or removed. This limits the visual connection that the site has with the river and it would be a costly option to replace the wall with something transparent
- The view across the river presents the back elevations of the properties on Commercial Street which are currently rundown and unattractive. Improvement to this view is likely to take many years to emerge if at all

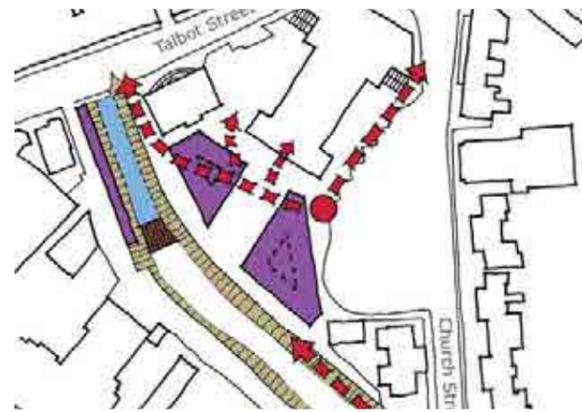
For these reasons, and following consultation with key stakeholders, the river-focused option was not developed as a preferred option. Riverside improvements will be focused on the other areas within the red line boundary. Not focusing on the river in the outdoor market area allows more flexibility in the layout of the site and the creation of a public space.



Riverside option enhances the riverside walkways to link directly to Talbot Street



The new market units would need to address the riverside, bus station and the Town Hall



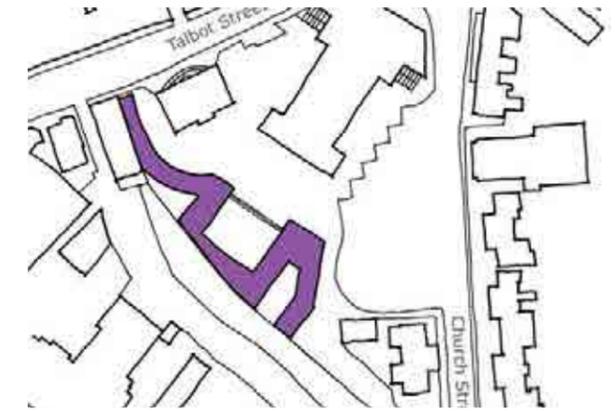
This results in awkwardly shaped development areas that do not accommodate the desire line between Talbot Street and the bus station

PREFERRED OPTION

By allowing the market units to back on to the river, a public space can be created that focuses on the back of the Town Hall and accommodates the movement of people between Talbot Street and the bus station. This option has the following advantages:

- It provides a defined public space that can be split in level to create a performance space
- The space created allows a better appreciation of the Town Hall
- The active frontages of the market units will frame the space created
- The layout will create a more direct and obvious route through the site
- The market units create a positive interface with the bus station

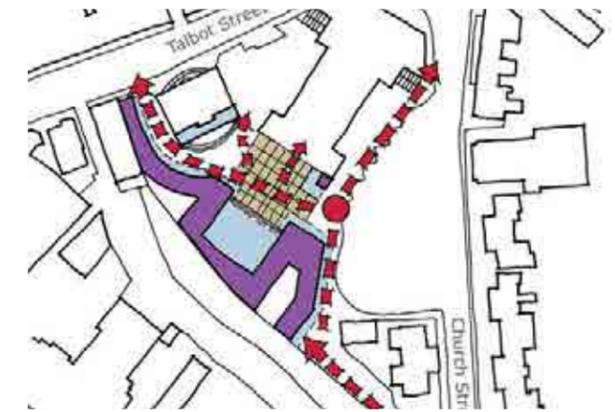
This option was therefore developed as the preferred option for the arrangement of this space. This design was presented to a number of stakeholders for comment at the draft stage. Taking on board these comments, the design was developed in to the proposal presented in the following section.



New market units back onto the river but front onto the public space, bus station and the Town Hall



The public space could be divided up through a change in level and some of it covered



This arrangement accommodates the desire line between Talbot Street and the bus station

4.2 MARKET & BUS STATION CONCEPT

The concept plan identifies how the principles identified in the previous section relate to the site. This includes the following key points:

1. Improve the appearance of the bus station
2. Provide new market buildings that interact with the public open space
3. Open up the back of the Town Council building onto public open space
4. Provide a better waiting area in the bus station
5. Utilise the space behind the shelter for the benefit of the Town Hall
6. Improve the entrances to the outdoor market
7. Create a new public space that improves the setting of the Town Hall
8. Improve the link from Talbot Street to the bus station and encourage more people into the outdoor market
9. Improve links with the indoor market



Concept Plan

4.3 BUS STATION

BUS MOVEMENT

Analysis of the bus station layout revealed that the space is currently used as efficiently as possible to allow buses to turn and to accommodate six bays. However it is clear that the bus waiting environment needs to be improved and that it is important to provide sheltered areas for passengers to sit and wait for a bus.

BUS STATION SHELTER

A number of options have been explored for the provision of a shelter in the bus station, each with different implications. These are illustrated in the following diagrams.

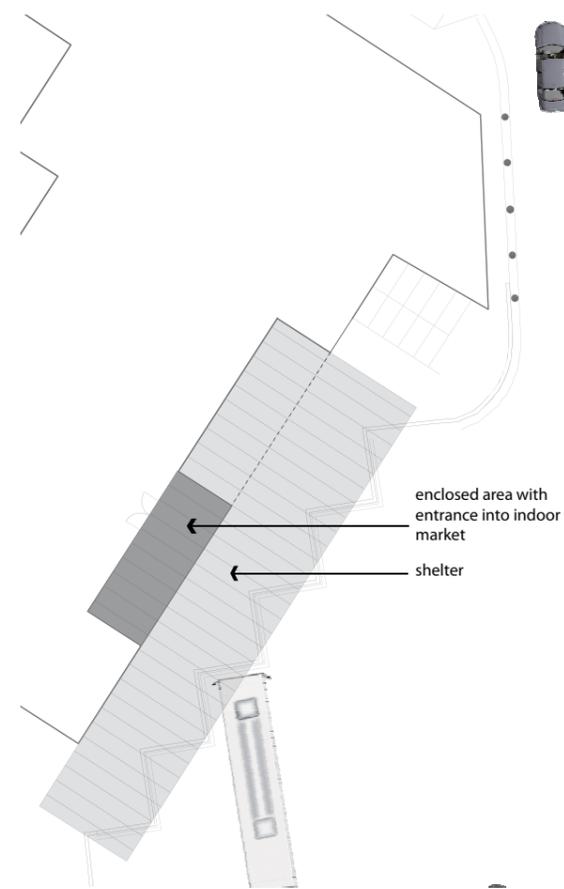
All options have the following common opportunities:-

- To open up the eastern entrance to the outdoor market, linking to the bus station more directly
- To explore the opening of a door or visual link to the cafe in the indoor market
- To displaying information about the town,

Given the problems currently experienced with antisocial behaviour in this area Option 1 (Fully Sheltered) is not recommended as the large covered area cannot be secured at night and could require additional CCTV to obtain full coverage. These factors limit the ability to prevent anti-social activities.

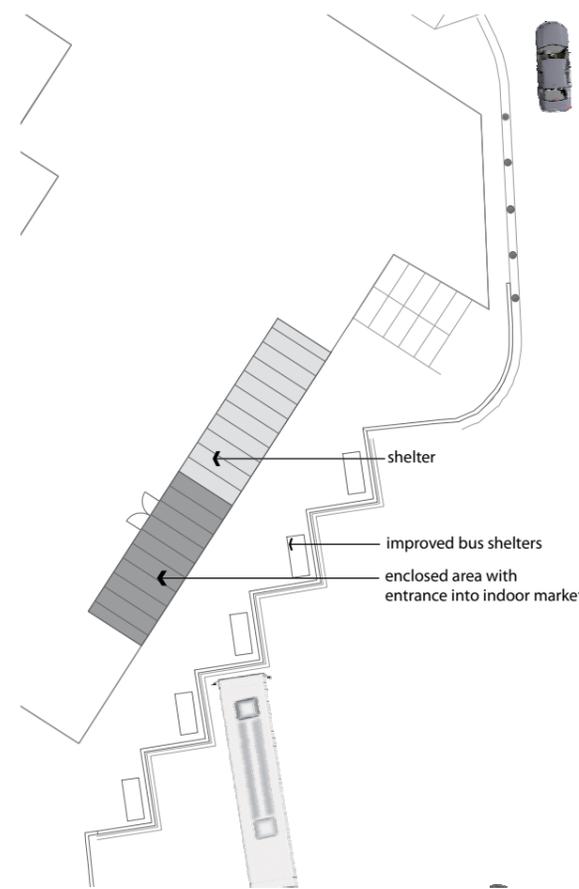
Option 3 does not meet the strong local desire to have an enclosed waiting area and is unlikely to meet the long term requirements of the bus station; it is therefore not recommended. **Option 2** is the preferred option as it provides an opportunity to integrate the market and bus station, and it can be secured at night.

With the preferred option individual bus shelters at each stop are optional but would provide some shelter adjacent to the service stands particularly when the main waiting area is closed.



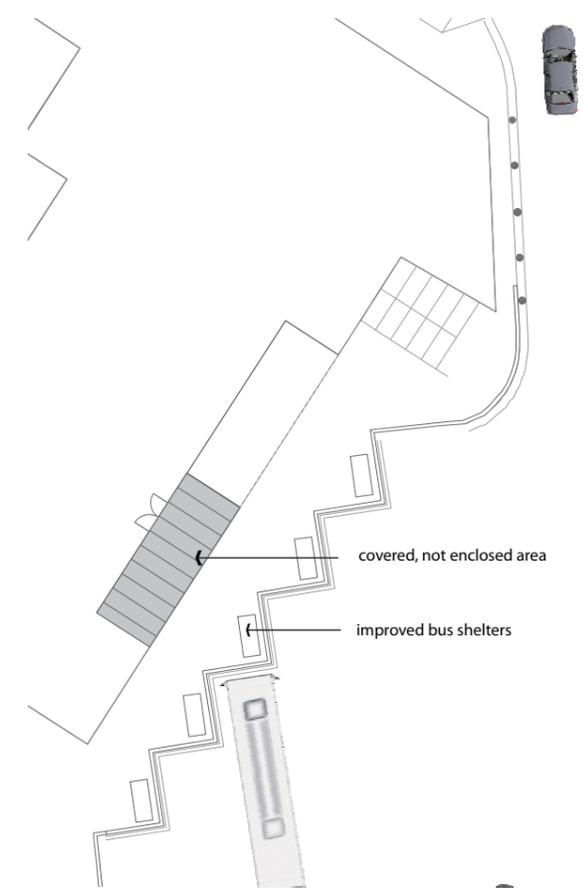
Option 1 - Fully Sheltered

- May encourage anti social behaviour at night when markets are closed
- High costs
- High levels of maintenance
- More visually prominent arrival to Maesteg
- Bus waiting experience improved by having continuous shelter
- Enclosed area can be securely shut at night



Option 2 - Semi Sheltered

- May encourage some anti social behaviour at night when markets are closed
- Some maintenance implications
- Improved bus shelters
- Enclosed area can be securely shut at night
- Lower impact to the elevation and setting of the Town Hall



Option 3 - Minimal Shelter

- Limited protection from the elements, impacting on the experience of waiting for a bus
- More difficult to manage security if the entrance to indoor market is opened up on east elevation
- Low cost implications
- Improved bus shelters
- Minimal impact on the elevation and setting of the Town Hall

4.4 TAXIS

The baseline analysis identified a conflict in the town centre over the location of taxi waiting and pickup. It is clear from consultation and observation that the taxis are keen to pick up and drop off at the front of the Town Hall and indeed many do this even though there is no provision for this. Due to the limited space in the bus station area there is little opportunity to provide an adequate alternative. Therefore this study recommends the formalisation of taxi bays at the front of the Town Hall and physical intervention to prevent taxis waiting at the side of the Town Hall where damage has been caused to the recently installed paving.

The taxi turning area within the bus station area seems to provide an adequate arrangement for taxis to turn and wait. This arrangement will therefore be retained but improved visually.



Taxis waiting at the front of the Town Hall



Existing designated taxi pull in area



SECTION 05: DESIGN PROPOSALS

This section draws together the baseline analysis, principles and rationale set out in the previous sections and demonstrates how these have been developed into design proposals.

5.1 OVERVIEW

The adjacent plan provides an overview of the proposals for the area. The main elements of the site; the market, the bus station, the Town Hall entrance and the riverside will be explained in more detail on the following pages.

The plan shows the arrangement of the market units and the resulting public space created. This arrangement allows a better appreciation of the Town Hall and the Town Council Offices.

The connection from the bus station to the outdoor market and on to Talbot Street is much clearer and inviting creating a legible route for visitors to the town. The other two entrances to the outdoor market from Talbot Street remain. The improved outdoor market is connected to the surrounding residential area via an improved riverside walkway that links to Meadow Street in the south.



Plan of areas of intervention

5.2 MARKET PLACE

Building on the principles identified with the preferred option for the layout of the market buildings, the adjacent plan shows the proposals for the space. All of the existing market buildings have been removed and replaced with new units. The position of the units just off Talbot Street has been retained as these units seem to perform well as they attract passing trade from Talbot Street. This line of units will lead the pedestrian into the space with interesting and inviting shop fronts facing onto the space.

The remainder of the market units are arranged around a new public space that is split into two levels. The market units are arranged to have an active front that faces the public space and a back area for storage and/or a workroom etc. Stall holders should be encouraged to have vibrant shop fronts that spill out into the space where possible to create an active and vibrant space.

The units to the south of the site will have less retail appeal as they will not benefit from the same level of foot fall as the other units. Therefore these have been indicated as small office units or services that do not require such a public façade.

The arrangement of occupiers within the new units will need to be determined by the market management and in conjunction with the traders. However, locating certain uses in key locations will contribute to the success of the market. In particular the café would be ideally located adjacent to the public space and the bus station so that outdoor seating can activate the space and people can use the café as a place to have a drink whilst waiting for a bus.

The plant stall can be located to take advantage of the undercover area and to enliven the raised public space.

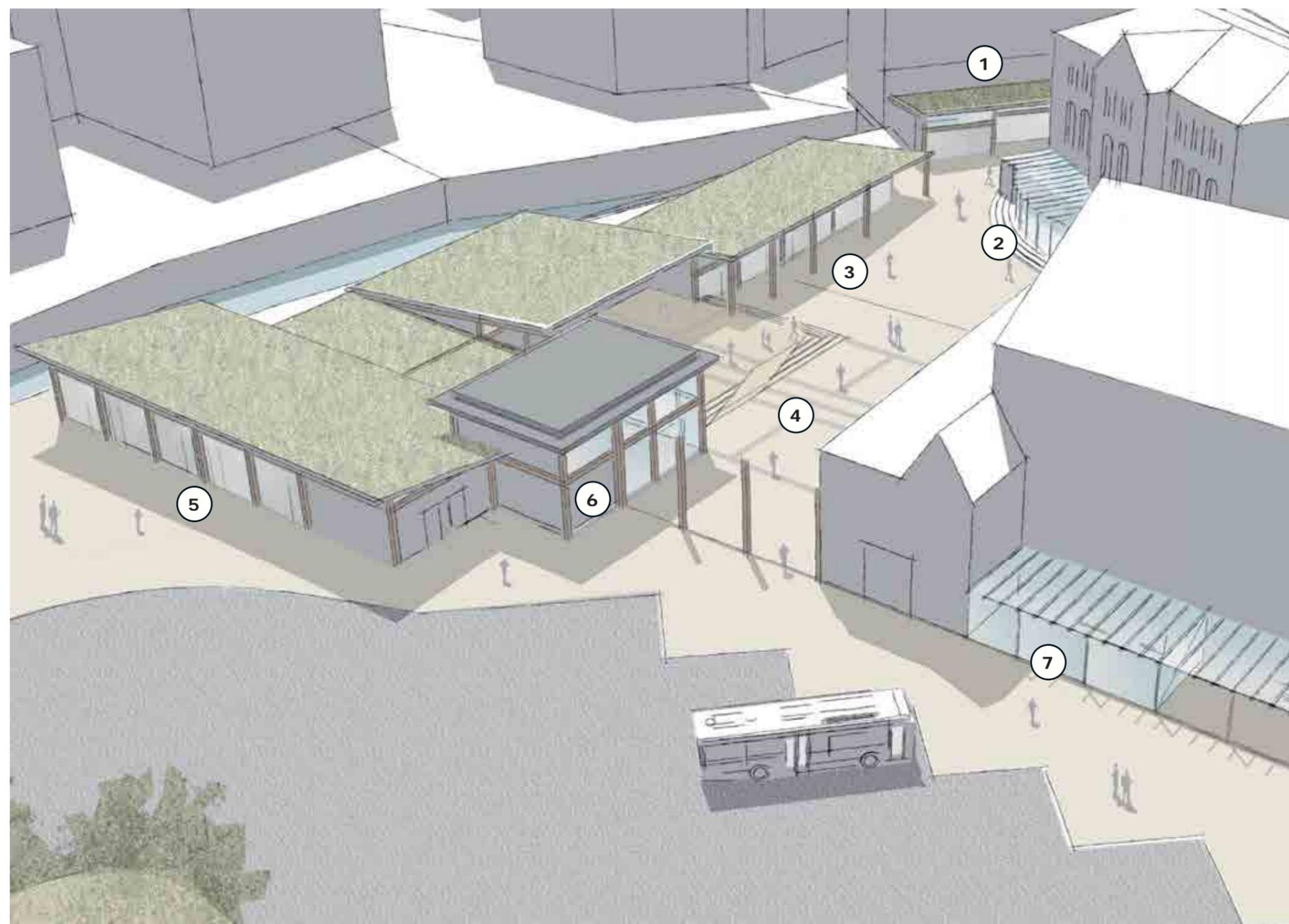


Plan of new outdoor market buildings and public open space

1. Improved outdoor market units that address a new public open space and allow flexibility for a range of traders to display their goods
2. Sheltered areas around the outdoor market units, with a larger area of shelter over the raised public space
3. A new flexible public open space. Space can be used for a range of activities, and also allows for market traders to spill out onto the space
4. Improved permeability through the site by enhancing entrances and views into the outdoor market
5. Improve and enhance the Town Council Offices and the Town Hall by giving them more space and a better setting
6. Area between market units and riverside provided for use by market traders to accommodate outdoor requirements and rubbish collection point
7. Provision of units to accommodate the bus operator and market manager office and other uses that demand less passing trade

The adjacent sketch gives an indication of the spaces and routes that will be created by the proposed new market units. The proposals have the following features:

1. New market units off Talbot Street
2. Potential extension/improvement to the back of the Town Council building and access for disabled people
3. Covered walkway around market units
4. Flexible public space
5. Bus operator and market office
6. Recommended market cafe location
7. New enclosed bus waiting area



Indicative sketch overview of the market proposals

DESIGN OF THE MARKET UNITS

The market units will need to be designed in detail at a later stage but the following principles are recommended for the design of the units:

- A timber frame can be constructed off site and assembled on site resulting in a quicker build time
- The timber frame would give a timeless style to the units so they would not look out of date in a few years time
- Within the frame, units should be flexible to allow for expansion and contraction should requirements change over time
- The market units could have green roofs which would slow rainwater runoff, provide added insulation and soften the appearance of the units from the other side of the river. Alternatively more traditional slate tiles could be used
- Traders should be encouraged to add a personal touch to their units whilst maintaining a sense of unity
- The buildings should have low embodied energy and be simple to maintain

As the market will be secured at night and well monitored during the day, the treat of vandalism is reduced and the use of exposed timber elements can be explored. On the frontage that is not within the secured area the use of exposed timber should be reduced and the frame should be internalised or alternative frame materials such as steel should be used (see sketch below).

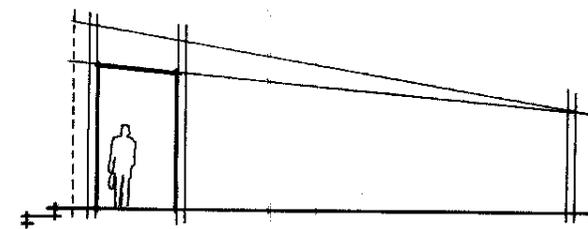
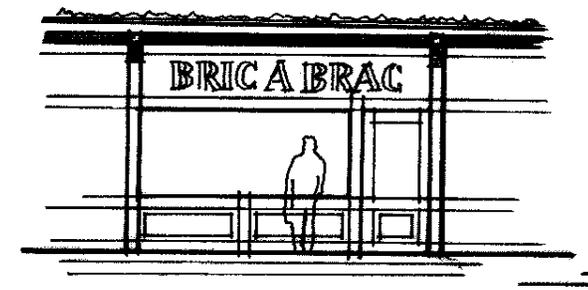
Options for the roof pitch of the market units have been explored. The preferred option is a sloping roof with the highest point at the front of the unit. This is demonstrated in the adjacent sketches.

The sketches and images on the adjacent page explore the different unit frontage options that should be considered within the market. These options could be developed with the market traders to meet their needs.



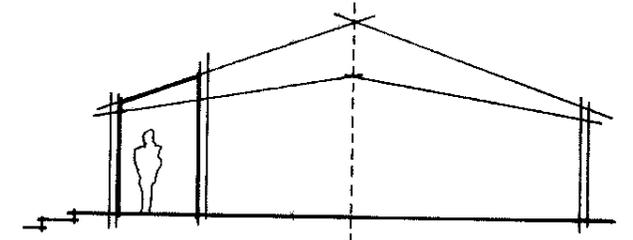
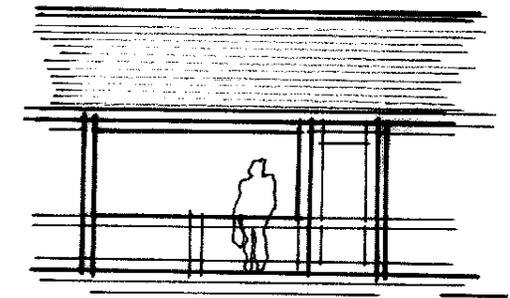
Sloping Roof

- Gives more light and height to front of shop
- Shop signage can be seen more clearly



Pitched Roof

- Lower roof line at the front of the unit will obscure signage
- Greater volume is less efficient



The proposed timber frame will not only allow quick on site construction, it will also create an attractive and timeless look to the market that will complement the materials of the surrounding buildings. Other materials could include stone, brick and wood cladding.

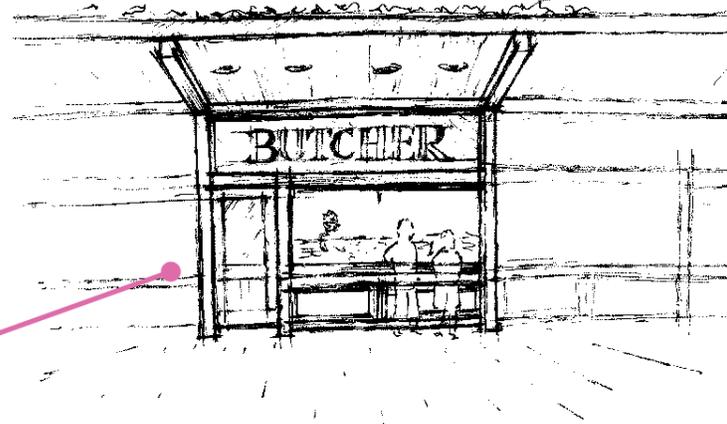


Precedent images of timber frames and proposed materials

SHOPFRONT OPTIONS

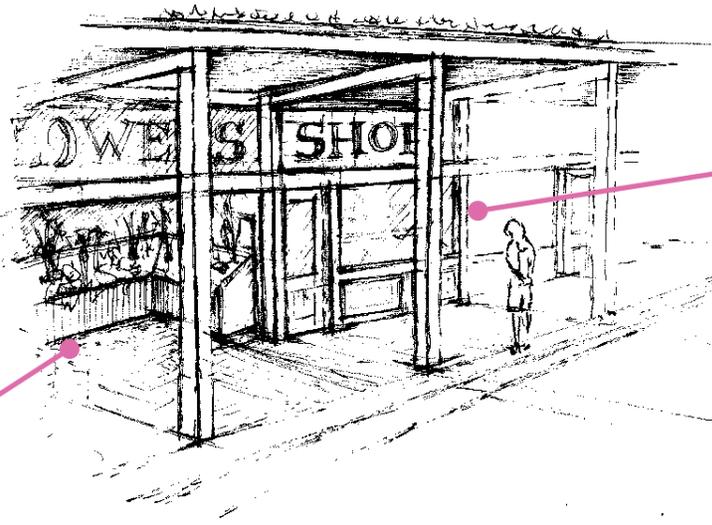
Counter Front

- Customers served from outside the unit over a counter
- Suitable for smaller units e.g. ice cream stall



Fold-back Doors

- Doors pull back to open up the whole frontage of the unit
- Continuous flow from outside to inside display area



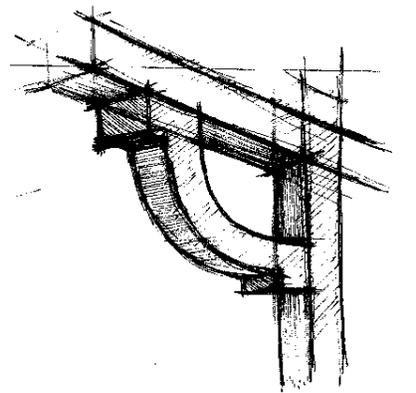
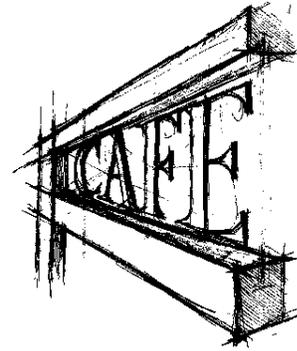
Shop Front

- More traditional frontage with a shop window and door
- Window displays and use of external display areas should be emphasised



DETAILS

The detailing of the units will help to give the market character. It will be particularly important to incorporate space for signage. Some uniformity should be established across all of the market units whilst allowing traders to add some of their own identity to their units. A traditional signwriter could be employed to produce signage for the market for its relaunch.



SECTION 05

DESIGN PROPOSALS

5.3 MARKET SQUARE

The proposed layout of the market buildings creates a new public space for the town centre that can be used for a variety of events and everyday activities. The space is arranged to be aligned with the Town Hall building thus giving this building more prominence and allowing a greater appreciation of it.

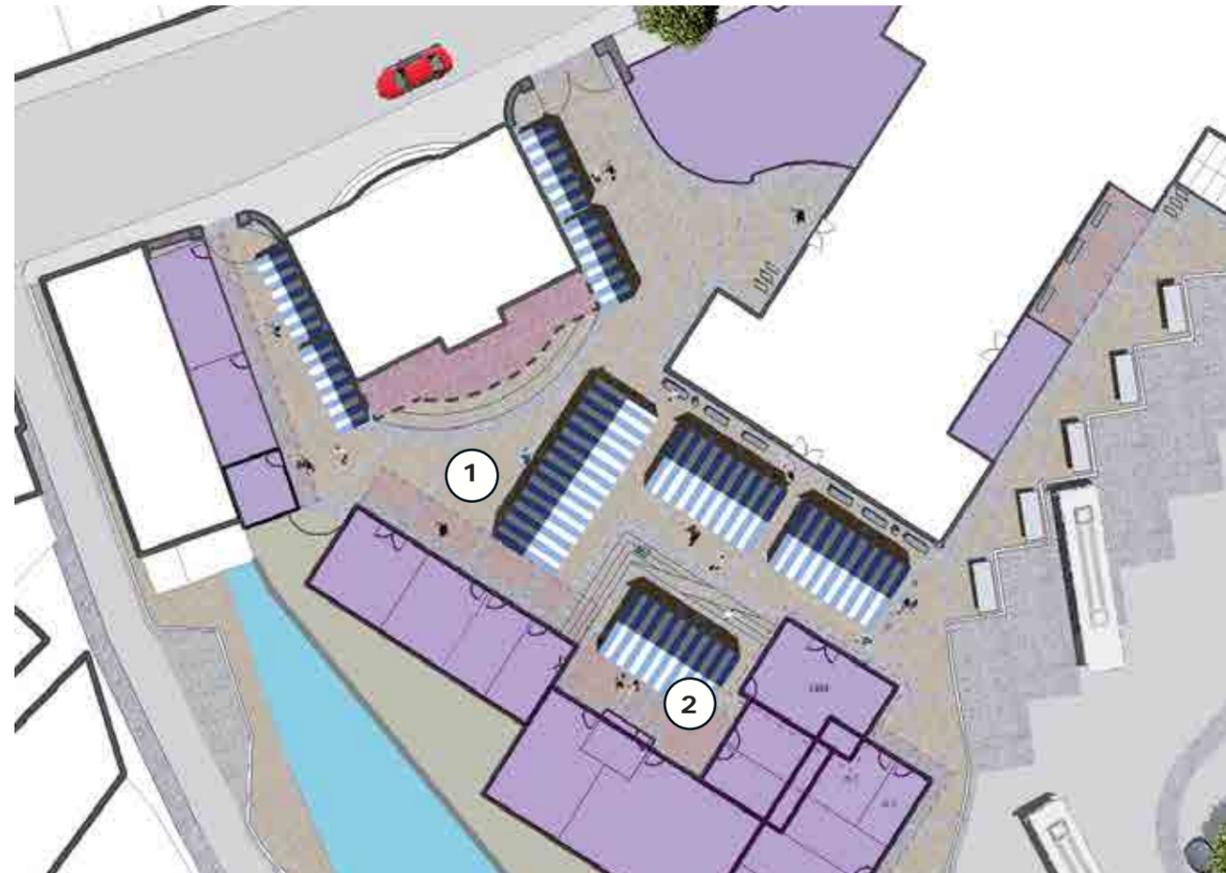
The space is divided into two main areas; an at grade level that connects through from the bus station and into the indoor market (1), and a raised area that can be used as a platform for outdoor performances and provides an area of shelter (2). Providing this raised area helps to break up the size of the space and the steps can provide informal seating.

The design of the floorscape of the public space should highlight the entrance to the indoor market to reinforce the connection between the indoor and the outdoor markets.

This space is designed to be as flexible as possible and could accommodate a number of uses including:

- Town events such as Christmas and summer fairs and festivals
- Outdoor performances in conjunction with the Town Hall Ltd, local schools or choirs
- Visiting markets including farmers markets
- Outdoor film screenings
- A new location for the town's Christmas tree

Section 6 on materials and street furniture will give details of the elements that should be used in this area.



Plan illustrating how double-fronted market stalls could be set up within the Market Square with additional single-fronted units against the council offices



Visiting book markets



Local music event

5.4 BUS STATION

BUS WAITING AREA

The bus station waiting facilities are currently poor and in need of improvement in order to support and promote the use of public transport and create a more pleasant arrival into the Town Centre.

It is proposed that the existing building that has been appended to the Town Hall is removed to reveal more of this impressive listed building. This will immediately improve first impressions of the town when arriving by bus. The facilities located in this building (i.e. the bus operators office, drivers mess and toilets) will be relocated into the new market buildings thus freeing up the space for an improved waiting area.

The waiting area will have an enclosed section to provide protection from the wind and rain. This waiting area should be located around the side doors to the indoor market which are proposed to be reopened up. This will have three main advantages; there will be a direct and clear route into the indoor market from the bus station which will help to support trade on this side of the market; the enclosed waiting area will provide an additional layer of security around these doors; and the waiting area can be closed up along with the indoor market reducing the need for additional management.

The enclosed waiting area should be designed to complement the listed building and the other proposed structures including the market units and the potential Town Hall extension. Appropriate security measures should be built into the design but roller shutters should be avoided as they tend to attract vandalism and are inappropriate on listed buildings.



Plan of bus station

- 1. New enclosed and sheltered waiting area
- 2. Better connections to the outdoor and indoor markets and Talbot Street
- 3. Improved bus shelters and high quality bus station environment
- 4. Appearance of taxi waiting area improved
- 5. Two or three additional taxi bays outside front of the Town Hall
- 6. Possible connection to indoor market cafe
- 7. Improved facilities and offices for bus operators



The enclosed element of the bus station should provide seating and timetable information (Yeovil Town Centre)

Other recommendations to enhance the Bus Station include:

- Provision of raised boarding platforms to assist less mobile users, including visual differentiation of the platform edge
- Provision of centralised information display cases to include
 - Local area map
 - Service information
 - Stand layout
 - Local taxi numbers
- Provision of a public telephone or help point to aid user perception of security
- Potential in shelter CCTV (subject to monitoring arrangements)

BUS SHELTERS

In addition to the enclosed waiting area, renewal of the bus shelters alongside each of the bus stops with high quality semi-cantilever shelters should be considered to allow people to wait in shelter close to where the bus stops particularly when the enclosed waiting area is closed.

The final specification for the shelters will be determined as the scheme develops however the shelter should include:

- Perch seating – to deter long periods of loitering by non-users
- Internal Illumination
- Ability to retrofit Real Time Information Displays
- Fully Glazed (advertising panel in illustration can be replaced with clear unit)
- Internal timetable case to ensure visibility at night or in wet conditions

Subject to budget considerations, the use of unpainted stainless steel should be considered to minimise the impact of scratch vandalism which is prevalent on the existing shelters.

CAFE PROVISION

An additional location for waiting for the bus will be the new market café. This will be strategically located to enable people to view the bus station from the café bringing more trade to the café and enhancing the facilities available in the bus station.

Consideration should also be given to the potential to open a link between the bus station and the café within the indoor market. This café is located behind the steps on the eastern side of the building and is therefore potentially accessible from the bus station. The feasibility of opening a door or hatch into the café should be explored. Making use of the indoor and outdoor market cafes will avoid the need to provide additional facilities within the bus station which would otherwise compete with these operators.

BUS MOVEMENT

The arrangement for bus movements will remain the same within the bus station however the environment will be improved with new surface materials and the introduction of granite setts within the bus path. These setts will help to reduce the area of Asphalt whilst maintaining the required bus movements as these areas can be overrun by the buses.

Currently bus station is used as a turning circle by a number of vehicles. Given the constraints of the site it is not possible to engineer an effective solution, however it is proposed that the bus station access and egress is demarcated from the highway with the use of granite setts and revised signage.



Example of recommended semi-cantilever shelters



Clear directional signage will help direct people to key locations within the Town Centre

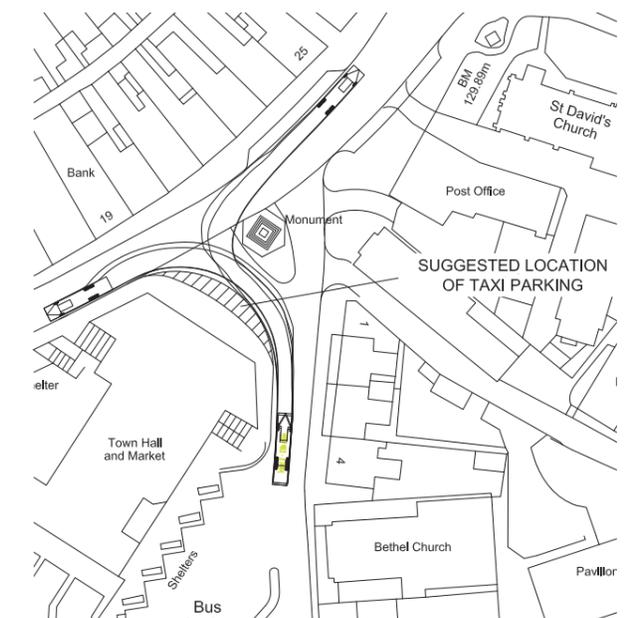


A map of the town should be provided to help orientate visitors on arrival

TAXI PICK UP POINT

The area to the front of the Town Hall could be altered to provide for a formal off road waiting area for taxis. This could be achieved by lowering the existing kerbs and reducing the width of the pedestrian area by 2.5 to 3m and creating a pull in area for up to 3 vehicles. There would still be a substantial pedestrian area at the front of the Town Hall that could still accommodate the town's Christmas tree.

Vehicle tracks have been carried out using for this arrangement. These tracks demonstrate that the taxi parking spaces can be achieved in the pedestrian area behind the existing kerb line without causing any disruption to the movement of buses in and out of the bus station. The recently constructed public realm scheme at the front of the Town Hall also provides formal taxi waiting for up to two vehicles outside the Post Office.



Plan showing bus tracking around proposed taxi bays

5.5 TOWN HALL EXTENSION

Section 3.3 of this document identified some potential options for the future of the Town Hall building. Given the prominent position, the grand appearance of the building, its listed status and the contribution it makes to the cultural offer of town, it is imperative that the building is preserved.

The potential for using the space behind the shelter on Talbot Street to extend the building and provide a new entrance to the theatre, new ticketing facilities and space for a gallery/exhibition space has been explored as part of this study. Whilst not developed in detail, initial concept designs suggest that the space behind the shelter on Talbot Street can be used effectively to achieve these things.

The following plans indicate how the space and the levels of the site can be used to create a new entrance off Talbot Street which integrates the recently installed shelter, a ticketing area, a flexible space which could be used as a retail unit, new steps and a lift up to the theatre level, and a gallery space at the lower level. This involves the removal of the steps from Talbot Street. The implications of this will need to be investigated.

This arrangement maintains access to the indoor market at the lower level and also allows space for deliveries. Restrictions on the time of deliveries and waiting in this area should be put in place to ensure that it does not become vehicle dominated.

Consideration could also be given to the potential of integrating the towns library into an extension of the Town Hall.

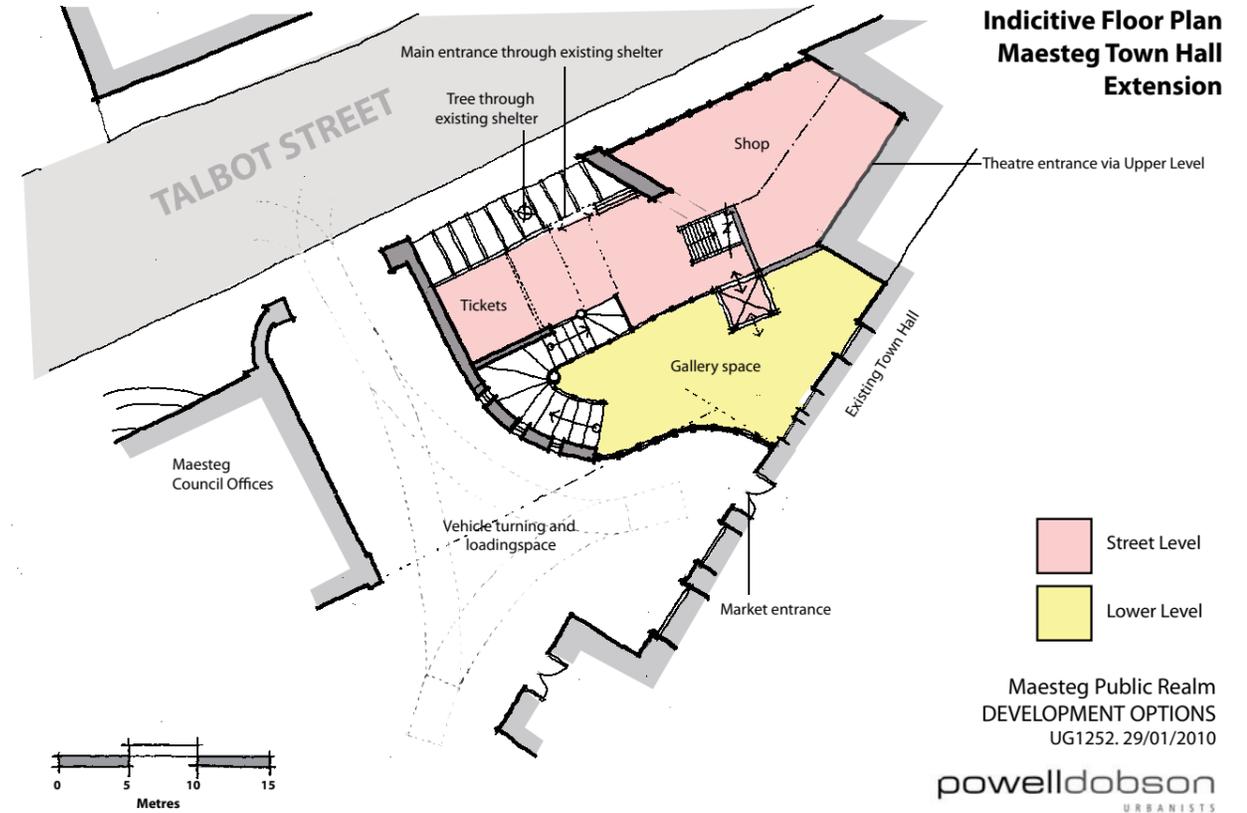
The physical form of the new entrance and extension to the Town Hall will need to be informed by a viable business plan that considers the potential uses that can be incorporated into the building.

The design and materials used for the extension should be carefully considered to ensure that the building complements the listed building and creates an attractive addition to the street scene.

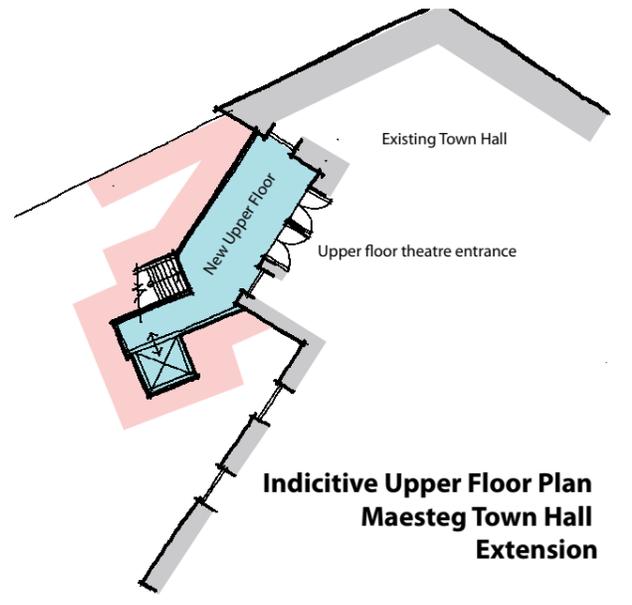
The adjacent images give a suggestion of how the building could fit into the street and the type of materials that could be used to complement the building including stone elements, glazing and steel.



New extension to the Old Cardiff Library, now an Information Centre for the city as well as the entrance to the gallery spaces



View of proposals from Talbot Street



5.6 RIVERSIDE

NORTH BANK

A number of improvements need to be made to the riverside walkway between the market and Meadow Street to make the route safer and more attractive to use. The following improvements are recommended:

1. Replace existing paving with pennant stone paving with granite sett edging to provide a hard wearing surface. This would be complemented with new lighting and railings at the entrances to the walkway
2. Seating areas created along the route
3. Renewal of the boundary to the cricket ground along the riverside as this is currently and unattractive feature. The high wall could be replaced with a lower wall with railings above to open up the visual link between the cricked ground and the river providing benefits for both. New gates should also be provided
4. Tidy up overgrown planting in this area and in places replace with smaller structural plants
5. Riverbed planting to help improve the appearance of the river (subject to EA Approval)
6. At the southern end of the pathway (to the rear of the swimming pool) the pathway should be extended directly through to Meadow Street

The investment to the riverside walk needs to be accompanied by an improved maintenance regime to avoid the area becoming run down again. This should include litter collection and pruning of plants to ensure that they don't become overgrown.

Additionally the wall between the market and the river should be improved including removing any vegetation and repointing to improve its appearance.



Plan of riverside walkway



Clean, open riverside pathways



Clean and green edges to the waterfront

SOUTH BANK

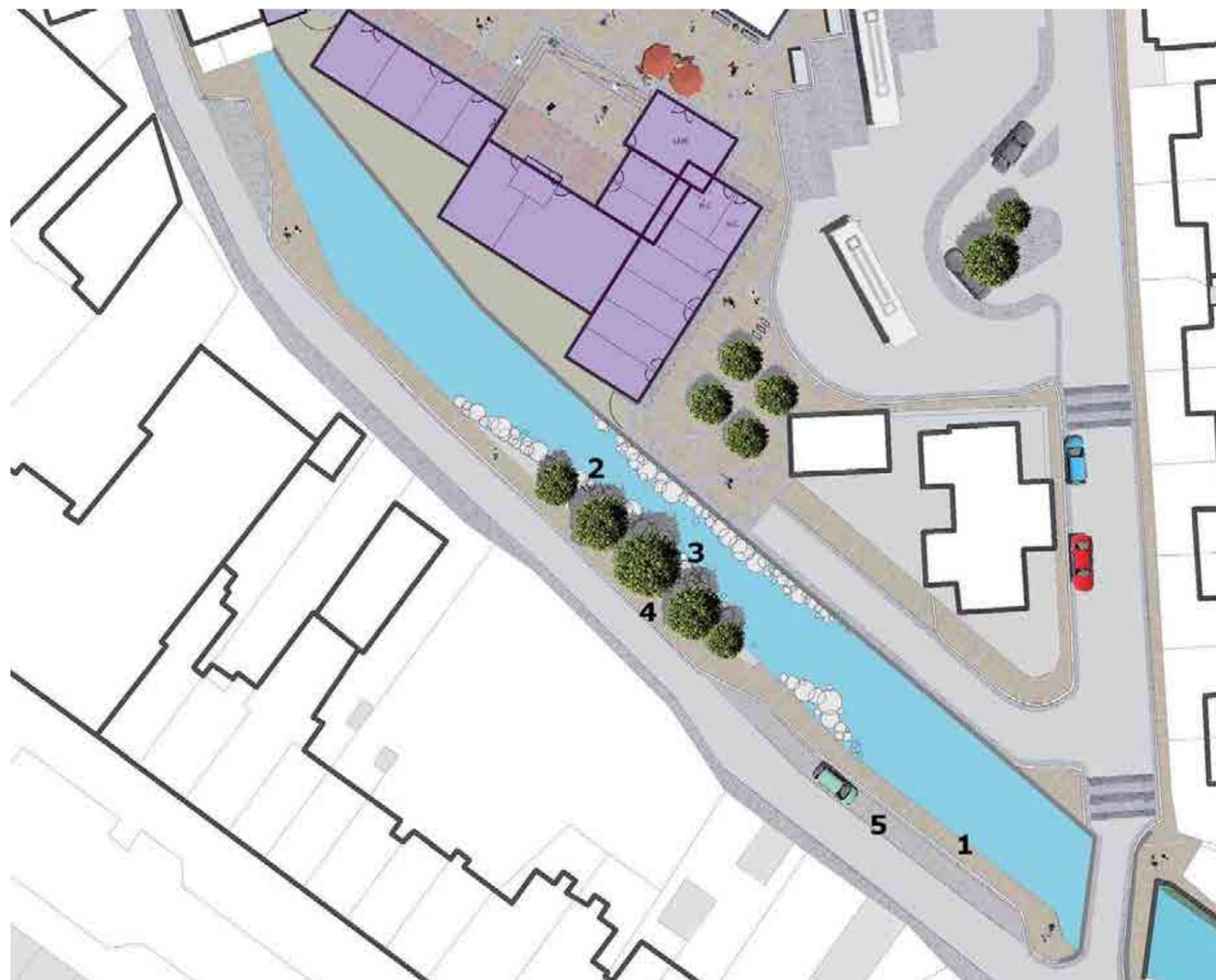
Proposals for improvement to the south bank of the river are focussed around Llynfi Lane. This lane is open to one way traffic from Talbot Street and is used for access to the rear of the units on Commercial Street and some informal parking.

Proposals for this area include the following

1. Repaving the riverside walkway to tie this in to the wider riverside improvements
2. Removing overgrown planting and establishing new trees where possible
3. Maintaining the slipway into the river
4. Providing new lighting and street furniture
5. Formalising the parking

Tree planting is advocated to help screen the backs of buildings on Commercial Street. However, it is recognised that there are a large number of underground services running along Llynfi Lane that will restrict the ability to plant trees.

Additionally the wall between the market and the river should be improved including removing any vegetation and repointing to improve its appearance. Improvements should be continued to the river and the backs of buildings.



5.7 PUBLIC ART

There are a number of opportunities to integrate art works into the proposals. These elements should create added interest and local ownership of the area and should be an integral part of the works rather than supplementary additions at a later date.

The adjacent images identify some of the opportunities and ideas that have been identified for public art within the scheme. These include the following:

1. Town Hall window art- adding interest to the lower windows of the Town Hall which are currently 'inactive' as the market stalls within back onto them. This should compliment the listed building and the current plans to address the windows to the front of the Town Hall.
2. Paving detail- the centre of the market square presents an opportunity to incorporate artwork into the paving. This could take the form of lettering perhaps reflecting the works of local artist Christopher Williams. This would create a point of interest in the centre of the scheme and help to break up the public space.
3. Wall art- the side of the (Ladbroke's) building on Talbot Street adjacent to the Town Council Offices presents a large blank backdrop to the market. This building is in need of wider improvement but there are opportunities for improving the appearance of this wall in the interim period. One option is to paint the wall with traditional advertisement signage that relates to the uses in the market. This should be done in such a way that as the wall weathers over time the paintwork is enhanced.

4. Gateways- securing the site presents the opportunity to incorporate artwork into the gateways to ensure that security measures do not become dominant. In particular the southern gateway is a large opening which will require an innovative approach to ensure that the gateway is an attractive feature when open or closed.
5. River Screen- a bespoke screen could be used to improve the appearance of the rear of the market buildings from the riverside. This should be implemented when the market buildings are constructed.

The opportunities for public art identified here should be developed at the detailed design state to ensure integration.



Town Hall window art



Interesting gateway feature



Artwork to enliven facade of building on Talbot Street



Paving artwork

5.8 CYCLE PROVISION

Cycle parking will be provided within the scheme at appropriate places that allow people to park their bicycles in a safe and convenient location. This will help to encourage people to dismount rather than cycling through the public space. Three locations for cycle parking have been indicated on the proposals plan (Section 5.2); one at the western entrance to the indoor market and one on the approach from along the riverside from the south.

The adjacent plan indicates how the site can be connected to existing cycle ways. It also shows the route between the bus station and train station which should be improved in terms of signage and information.

5.9 LINKS WITH RAIL STATION

Maesteg Railway Station is located approximately 300m from the bus station. There is a dedicated rail feeder bus however this does not pass the bus station and is only open to rail users due to competition regulations. There are no bus services which call at both locations and there is unlikely to be sufficient demand to support the introduction of a commercial service. Therefore passengers are required to walk between each facility.

Highway direction signage to the Railway Station is provided but this does not identify the reciprocal route to the bus station. It is recommended the existing vehicular signing is supplemented by fingerpost signing to indicate the pedestrian route between each terminus.

Given that bus services do not serve both the bus and train stations, the provision of rail real time information at the bus station would enable users to determine the feasibility of meeting a connecting rail service.



- — — Connection to cycle routes
- — — Enhanced link to train station

5.10 DELIVERIES

Consultation with the outdoor market traders indicates that most of the traders take small but regular deliveries to their shops with one or two taking less frequent deliveries by lorry. The delivery requirements of the indoor market and the Town Hall also need to be taken into consideration.

Provision has been made to allow deliveries to take place in the same locations as they do currently albeit the area has been reduced in size. The entrance to the site from Talbot Street adjacent to the shelter will be the main point of delivery but, as this space is now reduced in size, timing and waiting restrictions will need to be considered to avoid congestion.

The layout of the site will allow delivery vehicles onto the main public space from Talbot Street. This should only be allowed at restricted times i.e. before 8am to avoid this pedestrian focused space being compromised by vehicles. This could be enforced with retractable bollards between the Town Hall and the Town Council Offices.

5.11 MARKET FACILITIES

Currently some but not all of the market traders have access to shared toilet facilities within the market buildings. Further consultation with the market traders should be undertaken to establish an appropriate level of provision within the proposed new buildings. One or two toilets could be accommodated within the proposals to be accessed from the rear of the units and for use by the traders only. In addition to this the new public toilets will be available for use.

Although no longer connected to the Town Hall building, the new public toilets will also serve the indoor market and bus station.

5.12 RUBBISH COLLECTION

Currently the rubbish generated in the outdoor market is placed in large bins at the southern entrance to the site and is collected by a private contractor. This arrangement does not cater for recycling and it creates an unattractive approach to the site from the south.

The proposed layout of the market retains access for a rubbish lorry in the same location. However, if a more regular collection of rubbish can be arranged a smaller area for bin storage can be provided to the rear of the units, out of sight of the public. Changes to the rubbish collection regime should be discussed with the market management and the Town Council to allow for recycling of waste and a much more inconspicuous bin store area.

5.13 DRAINAGE

The issue of surface water drainage from the Town Hall and the surrounding area has been raised as an issue on a number of occasions. In conjunction with the improvement works to the public realm, it should be ensured that resulting surface levels and the drains that are installed adequately channel rain water away.

5.14 SECURITY

Currently the outdoor market is closed up at night with some overt security measures. This means that the outdoor market does not suffer from many security issues but this creates a negative impression and unattractive appearance at the entrance points to the market.

In order to maintain the currently level of security for the outdoor market and to avoid issues of antisocial behaviour (particularly relating to the undercover areas that are being created) the outdoor market will continue to be closed in the evening. The points of closure are indicated on the adjacent plan. The new market units in the south east corner of the site will remain outside of the secured area but these are likely to be small office units rather than retail and can be designed to have a greater level of security built in.

The introduction or alteration of gates at the entrance points presents the opportunity for the design of bespoke gates that are functional as a security measure but also incorporate artwork that enriches the space. In particular the larger opening from the bus station will require a carefully designed gate that covers the opening but does not obscure the buildings when open. This may incorporate a sliding element that slides back across the end of the Town Hall when open and is an interesting feature of the scheme itself.

The areas to the rear of the market units will also be secured with gates to be accessed by the market traders only.

There is currently a prominent CCTV camera located in the centre of the taxi turning area of the bus station which covers the eastern elevation of the Town Hall building. To reduce the prominence of this camera an alternative location should be sought either mounted on a building (perhaps the Church) or combined with a lighting column.



Plan showing area of market to be secured at night



Secure gate with artwork



Building mounted CCTV is more subtle



Areas secured by brightly lit public art



Alternatively cameras can be combined with lighting columns



SECTION 06: MATERIALS SPECIFICATION

This outlines the materials that have been specified for this area. Also presented is the rationale behind the choice of materials and key considerations for the detailing and maintenance of them

MATERIALS SPECIFICATION

6.1 INTRODUCTION

This materials specification outlines the materials and street furniture that have been proposed for the public realm in this area. It sets out a rationale for the choice of materials taking into account the Town Centre setting, costs, aesthetics and practical qualities of the materials. This process builds on the evaluation of the previous public realm phases and seeks to overcome some of the deficiencies of the materials used in these phases.

This section aims to provide sufficient information to guide the selection and installation of materials which will need to be taken forward and defined at the detailed design stage.

Considering materials to this level of detail at this stage will help to create an attractive, and importantly, robust public realm that will make a positive contribution to the quality of the Town Centre for many years to come.

6.2 MAESTEG CONTEXT

THE USE OF PRE-CAST CONCRETE

The use of pre-cast concrete (PCC) unit pavers, slabs and kerbstones in the UK is now at a point where its medium to long term performance can be evaluated. This section highlights some of the limitations of using pre-cast concrete materials in a town centre context.

The manufacturing process for PCC materials relies on industrial processes – quarrying, stone crushing, cement manufacture, moulding and compressing often in separate locations demanding associated transportation impacts. This has an impact on the sustainability of the material and its embodied energy.

The quality of PCC materials is variable. The best examples use natural stone aggregates pressed into the surface to give the desired colour and texture. Even with this method the colour and texture tends to fail over relatively short time periods. The useful life expectancy of the best quality PCC materials is between 10-15 years.

With notable exceptions (conservation setts and kerbs that have been artificially distressed) PCC materials have a contemporary appearance which, unless a contrast is a desirable outcome, is inappropriate in traditional settings.

In general light colours within the street incur problems including spillages from oils, chewing gum and a variety of other materials that are prominent and difficult to clean resulting greater maintenance implications.

Owing to their regularity, the laying of PC materials offers both speed and reliability in strength which is a common reason for their selection. Additionally the stihl saw will cut them to any size and shape with a minimum of

skill required. The result of this is frequently poorly laid pavements with ad hoc stihl saw cuts to adapt the material to level changes and to jigsaw around obstacles including drains, service covers and boundaries. It is imperative at the design stage to select the material sizes appropriately to minimise cutting, and to supervise work to ensure that necessary cuts in materials are rationalised.

A variety of these issues have been experienced in Maesteg with the use of pre-cast concrete on the previous phase in Commercial Street. In particular discolouration and cleansing has been a problem with the appearance of the scheme deteriorating in a relatively short time.

CONSERVATION KERBS

With a distressed surface these kerbs have long held an appeal for conservation / historic town centres. A variety of special types including radial pieces for use at road junctions are available.

However, conservation kerbs are prone to chipping (by being struck by objects and cycle chain sets), ageing and discolouration via pitting. Additionally the limited range of special shapes that are available rarely cater for design needs and this results in a variety of awkward saw cuts.

THE USE OF PENNANT SANDSTONE

Locally quarried stone has been used throughout the South Wales Valleys for centuries. In construction pennant sandstone has been used in Maesteg as cut blockwork with a split face in the Town Hall, the properties on Church Street and at various locations for walling. These

central locations speak of a certain quality but in truth pennant sandstone is an egalitarian material where its prevalence, versatility and strength have determined its widespread use for walling, paving and building.

The historic use of pennant sandstone has been recognised in Maesteg and has been specified in the pedestrian areas on Talbot Street and to the front of the Town Hall. This is an appropriate material for a variety of practical reasons which are developed in the following section and due to its historic affinities in the Town Centre. Therefore the use of local pennant sandstone is highly recommended for this scheme.

MIX OF STREET FURNITURE TYPES

There is a variety of furniture types within the town centre that have been adopted during the earlier phases of work including stainless steel litter bins and steel and timber benches. This has diversified the colour theme of the street furniture which, in the earlier phases was predominantly blue.

Items of street furniture from the last phase of work include Benkert seating (gun metal grey painted steel with timber seating), Vesco stainless steel litter bins, and Geo stainless steel bollards.

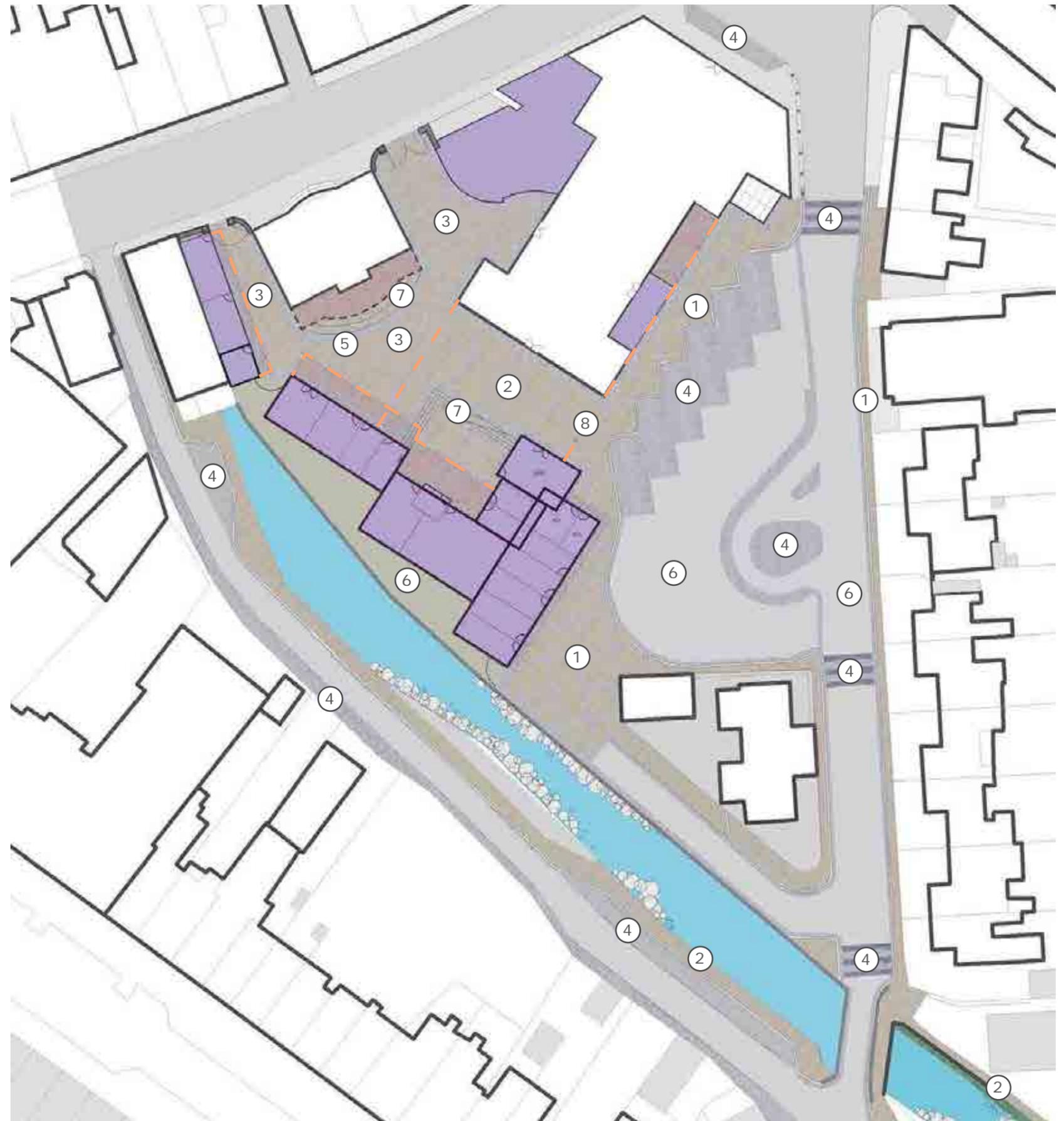
The selection of street furniture is a principle component in providing a unified identity to a town centre. However, the recent addition of a contemporary range of furniture has proved to be problematic particularly in terms of its robustness when subjected to vandalism and accidental knocks. Therefore it is considered appropriate to explore alternative items of street furniture that will complement the existing street furniture.

6.3 MATERIAL RECOMMENDATIONS

PAVING

The adjacent plan provides an overview of the materials recommended for the different elements of the public realm works.

- 
1. Sawn Pennant sandstone paving slabs
- 
2. Riven Pennant Sandstone Slabs (to the rear of the Town Hall and along the riverside)
- 
3. Sawn Pennant Sandstone Splinters (on sloped areas)
- 
4. Granite Setts (Split)
- 
5. Granite Setts (Sawn and Flamed)
- 
6. Asphalt
- 
7. Stone Steps
- 
8. Surface Water Channel



STREET FURNITURE

At this initial design stage the following street furniture is proposed for the study area. This selection attempts to tie in with the existing furniture types within the Town Centre whilst recognising the problems experienced. Prior to specifying the furniture at the detailed design stage, approval should be sought from the local authority and the manufacturer with regard to the items suitability particularly given the experience of the previous phases.

All of the fixings of the furniture should be checked for security and finishes and materials for durability.

Seats / Benches

Omos s31 Seat – 316 grade stainless steel, brushed finish with hardwood back and seat. Some of these should be specified with arm rests to aid those who are less able

Omos s30.2 Bench – 316 grade stainless steel, brushed finish with hardwood laths

Litter Bins

Omos Litter bin Ref s11.3. 316 grade stainless steel, brushed finish

Omos litter bin s16 galvanised steel, powder coated black

Bollards

Landmark systems Ref LMS 1140 in 316 grade stainless steel, brushed finish, 114mm dia/1000mm hgt

Cycle Stands

Omos s36 cycle stand- 316 grade stainless steel or galvanized mild steel

Tree grilles and guards

Shall be by Greenleaf Horticulture or similar to the Arbour system Ref GR11 using the below ground root cells, the Avon tree grille (1500mm sq) and Ullswater tree guard



Omos s31 seat



Omos s31 seat



Omos s30.2 bench



Omos s36 cycle stand



Geo Disc 750



Omos s16 litter bin



Landmark Systems stainless steel bollard



Geo Asymmetric Parklight



Geo Symmetric Parklight



Building-mounted Olivio lamp

LIGHTING

To coordinate with the lighting used in previous phases, a range of Woodhouse items are proposed. For Church Street and the bus station area the continued use of the Geo Disc 750 on 8m Columns is recommended.

For the riverside the Geo Symmetric or Asymmetric Parklight is recommended. These lighting columns can also be used in the market area to supplement building mounted lighting where the Olivio is recommended.

Architectural lighting could be explored to highlight the Town Hall and the Town Council Offices. This would enhance these buildings as a feature of the site and the Town Centre. This lighting should be robust and located so as to reduce the opportunity for vandalism.

6.4 MATERIAL SELECTION RATIONALE

ADVANTAGES OF NATURAL STONE

Pennant Sandstone Slabs and Setts

Over the last thirty years or so the natural qualities of these materials have been overlooked in favour of manufactured building materials including bricks, concrete blocks and pre-cast concrete pavers. However, for a number of reasons greater emphasis is now being placed on the use of natural stone again.

The manufacturing process for pennant sandstone slabs is straightforward; when extracted from the quarry the stone is either split (to give traditional riven slabs) or sawn (to give an entirely even surface). The material may be cut to any specified size and is ready for delivery immediately. The material sizes allow use as slabs, setts and kerbs (although it is generally considered too soft for this purpose) along with the manufacture of special shapes.

As a natural material the colour qualities of the material will remain constant. The textural qualities too will remain steady subject to the cleansing regime.

Natural Stone materials, unlike pre-cast materials can be reused and there is a healthy market for these 'reclaimed' materials that readily demonstrates this.

Granite Kerbstones

Natural granite stone kerbs have the advantages in terms of aesthetics, strength, and durability over both standard kerbing and conservation kerbing. Additionally they may be specified as specials for drop kerbing and radial kerbing without the restrictions that apply from the limited size ranges from manufacturers. Conservation kerbs could be considered as an alternative if costs need to be reduced.

Granite Setts

Granite setts share the characteristics of the kerbstones in general terms but in recent years have fallen out of favour in pedestrian areas owing to the irregularities of the split sides that result in an uneven walking surface. The remaining qualities of this versatile material mean that its use in modified form, especially in historic areas is still to be recommended. In this instance the material specification is modified so that the setts are sawn all sides with a flamed top to the pedestrian areas. Split setts are recommended to areas of vehicle overrun.

ASPHALT SURFACING

Asphalt surfacing is recommended as the principal means of surfacing the vehicle overrun areas of the bus station and adjacent roads. Unit pavers have not been selected due to their deficiencies as outlined above. Natural stone has not been considered on grounds both of cost and maintenance of below road services.

Asphalt surfacing is a very practical material but can have a very utilitarian look. In the bus station its use is restricted principally to the swept path of the bus movements with stone materials along the borders of the carriage way. This will improve the aesthetic quality of the space and gives a greater indication of pedestrian dominance.

In general in bus circulation areas an asphalt wearing course will outperform a bitumen macadam material. Asphalts offer higher structural strength, better rut resistance, better crack resistance, and are generally more durable than bitumen macadam materials in the wearing course. Additionally asphalts are denser and more impervious than bitumen macadams which is an important quality

in relation to the damaging effect of diesel and other fluids that occur in a bus station context.

The recommended use of asphalt relates to areas where buses are generally moving however, where the buses are stationary, rigid surfacing should be employed for long term durability. This is recommended due to the dropping of diesel and other fluids which will 'rot' asphalts and bitumen macadams over time and due to the impact of channelisation caused by the buses and the vibrations caused when running engines when stationary. The channelisation will cause the wearing course to break up and the vibrations will cause serious deformation of shape. Granite setts laid to a rigid specification will overcome these problems.



Locally quarried stone



Riven pennant sandstone



Flamed granite setts

SECTION

06

MATERIALS SPECIFICATION

COST IMPLICATIONS

There are cost implications of specifying natural stone, however, the life time cost benefits of using these materials are considered to be substantial. The approximate supply figures below demonstrate that the premium to be paid for natural stone products is not excessive.

Additionally the cost of surfacing material should not be considered in isolation as whatever material is selected will have the 'fixed' costs of laying and associated materials appended to the cost. In this context the cost of a higher quality material as a proportion of the overall cost becomes slight.

Over time, if the material has been properly specified and laid, significant advantages emerge in relation to maintenance, life expectancy, and recyclability.

The following provide a guide only to the present supply price of natural stone materials and PCC materials.

Natural Stone Slabs

Pennant Sandstone Slabs – supply only at c.65.00 per m.sq

Pennant sandstone slabs – riven – supply only c.46.50 per m.sq

Granite Kerbs

Silver Grey Granite / 200 x 300mm in section / bush hammered finish

Straight Kerbs – 26.00 per lin.m

Radial Kerbs – 36.00 per lin.m

Granite Steps

Ditto above except with bull nose

Straight Kerbs – 30.00 per lin.m

Radial Kerbs – 36.00 per lin.m

Granite Setts

Dark grey granite sawn all sides flamed top sized 100 x 100 x 100
48.00 per.m.sq

Silver grey granite setts split sided c.100mm cubes
22.00 per m.sq

PCC Materials

Best quality PCC slabs – c.35.00 per m.sq

PCC Conservation Kerbs

Silver Grey Granite – exposed granite aggregate finish

Straight - 18.00 per lin.m

Curved – 25.00 per lin.m

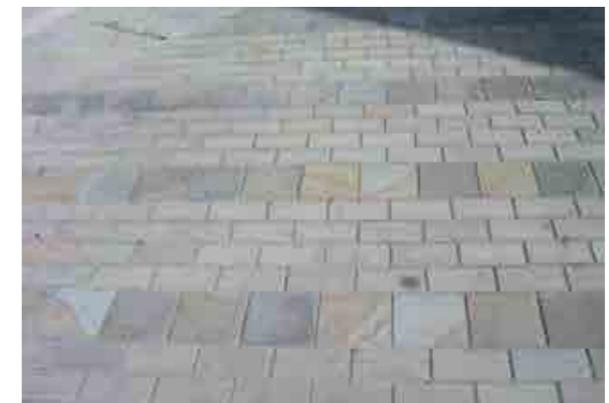
AESTHETICS

An overarching consideration in the choice of materials is that of appearance and the suitability in context. The natural stone materials that have been proposed here conform to these criteria in the pedestrian areas as they complement the historic buildings and the other materials present in the Town Centre.

For practical reasons asphalt has been selected as the principle material in the road areas. The aesthetic reasoning here is that it is considered that any other material used as road surface will deteriorate rapidly therefore degrading the appearance of the scheme. The stone setts proposed bordering the vehicle surfacing will moderate the impact of large area of asphalt.



Locally quarried and cut stone



Pennant sandstone currently in use in the Town Centre

6.5 LAYING AND DETAILING

PENNANT PAVING – SLABS AND SPLINTERS

Slab sizes should be finalised subject to the detailed design and in consultation with the supplier prior to placing a final order and these will be determined in part according to location of use. Pennant slabs to the utility areas – streets, bus waiting areas should be diamond sawn i.e. with an even surface and sharply cut. Typically the length of slab will vary with a number of gauged widths 300mm, 450mm and 600mm.

PENNANT PAVING - RIVEN

At the detailed design stage it is recommended that consideration is given to the use of riven slabs to the market square area. The surface of these slabs is split and as such they have an enhanced colour and texture and are an authentic material in a historic context. This material may be sourced new or reclaimed and its sizing may considerably vary but should always be rectangular or square cut.

GRANITE KERBS

Granite Kerbs are specified as 200mmx300mm in section where the length varies. They should be to a bush hammered finished to the exposed faces with a bull nose of c.10mm to the leading edge. Special shapes should be predicted at the detailed design stage and specified for all locations where appropriate including curves, changes in direction, and drops. Kerbs should be laid flat, jointed with appropriate mortar and laid on concrete to an engineer's specification. The size specification is greater than that of standard pc kerbs for reasons of strength in a bus station situation.

STEPS

The step risers proposed shall be sized similarly to the kerbs. They should be bull-nosed and manufactured as bespoke items to precisely suit the situation. Included will be corduroy strips at top and bottom and warning inlays.

FLAMED GRANITE SETTS

Flamed stone setts are specified as dark grey, sawn all sides to 100mm cubes with the top face flamed providing an even surface. These setts are selected to provide modulation to the pennant paving to the pedestrian areas around the market square and bus station. This material is to be laid in varying width bands upon a concrete foundation that will give a pattern to the paving and provide powerful restraining edges. Generally this material is best laid in straight lines so when used in curved it should be carefully detailed and monitored.

SPLIT GRANITE SETTS

Split granite setts are specified as silver grey, c.100mm cubes, split on all sides. This is a material with an uneven surface and for this reason is not commonly specified for laying as a pedestrian surface.

In this area of Maesteg it is recommended in three locations; within the roadways as edges, as hard standing for buses, and as a path restraining edge to the riverside walkway.

Within the roadway the material should be laid upon a concrete specification and inlaid with a proprietary specialist mortar. To the pedestrian pathway a simple concrete log bed and haunch is sufficient. In both instances it is important that excess mortar is not attached to the stone surface at all and that where used as an edge the extent of the concrete haunch is minimised.

SURFACE WATER CHANNELS

Slot drains have been used in previous phases of work where, in some instances, they have been laid longitudinally in the footpath with limited reference to the line of the buildings or the adjacent material. The consequence is visually unsatisfactory and a poor in quality. Problems have also been experienced with drains becoming blocked.

Slot drains could be used in this context, however, given the problems experienced elsewhere, surface water channels are recommended in this phase. These channels should be arranged in line with the stone sett banding within the paving pattern and should be as shallow as possible.

Inspection chambers and outlets should be carefully detailed to integrate with the paving modules.

SERVICE COVERS

At the outset of the detailed design process a review should be undertaken of the location and type of service covers – gas electricity, water, telecoms etc. The purpose of this will be to specify recessed cover types where appropriate and cast steel type covers as substitutes for plastic or galvanised steel covers.

Where possible, covers should be reoriented to align with the surface paving. Covers should not be located where a variety of surface materials converge. In some instance it will be necessary to vary the surface pattern to avoid these conflicts.

The service authorities should be informed of proposed alterations and their approval obtained.

Common causes of failures and hazards in surfacing include poorly detailed areas around service covers and other artefacts in the street environment (lamp posts, bollards etc) and these areas are also highly susceptible to settlement (particularly gullies). Detailing around covers should be considered individually and an appropriate design solution proposed.

CUTTING ON SITE

At the detailed design stage the material sizes that are to be used should be carefully considered to conform to the laying pattern and path widths to help avoid cutting.

Cutting of stone to overcome minor changes of level, for example at road crossings, should be avoided. Generally cuts in these locations will be unsightly and are likely to cause future problems. The use of a qualified on site stone mason should be considered to provide dedicated stone details in difficult areas.

Indicative detailing plans are provided in Appendix 8



Carefully detailed service cover

6.6 MANAGEMENT & MAINTENANCE

STATUTORY AUTHORITIES

Prior to the outset of work it will be important to ensure that the statutory authorities are informed of the works to enable any known proposed works to be coordinate with the proposed public realm improvements.

Relevant searches should be carried out to ensure that those authorities are not proposing works that will affect any proposals. Where works are proposed the consequences of these should be accommodated in the public realm proposals where possible.

STREET REPAIRS

It is important during the detailed design process that a dialogue is established with the local authority and statutory authorities to minimise disturbance to new works and ensure that the various authorities are aware of their responsibilities in terms of replacing areas damaged by access requirements in the course of there works. The requirement should be to replace like for like in terms of materials and quality.

STREET CLEANING

Exterior surface materials are not self cleansing. Rainwater, which is often considered a cleansing agent, is both unreliable and insufficient.

Surface materials in the street scene become discoloured by a variety of materials including the most common and most difficult to remove which are oils and chewing gum. Light colours in narrow streets or particularly dirty locations should be avoided and materials with a close grain will be more resistant to lubricants than more absorbent materials.

The ingress of oils can be in part mitigated by the early use of protective coatings although the effectiveness of these have not yet been sufficiently proven but they should be considered. These protective systems themselves do become maintenance issue as they are not permanent.

The use of jet washers should not be used as they will pitt the hard surface material and blow the jointing. Detergents should be carefully considered before use as these frequently are corrosive to stone. The traditional method of frequent cleaning via a warm water and brush is recommended here.

6.7 PLANTING

The opportunities for planting within the Town Centre of Maesteg are limited. However, the impact of trees and shrubs in towns cannot be underestimated as a refreshing natural contrast to the built environment.

Siting trees and shrubs in towns does have difficulties including over-ground obstacles such as; proximity to buildings, roads, and power cables and less visible underground obstacles including pipes and cables and their easement strips.

TREES IN HARD LANDSCAPE AREAS

Above ground the main factor affecting the location of trees will be the likely impact from the long term growth of the tree in terms of height and spread. Leaf and fruit fall should also be considered.

Difficulties in appropriately locating trees below ground are frequently caused by the actual or perceived detrimental impacts of tree roots upon underground services and access to these. There are a variety of products now available that aim to allow successful tree planting in difficult situations. 'Rootcells' by Greenleaf Horticulture, for example, provide the means for healthy root growth in restricted underground environments. The spread of the roots themselves is controlled horizontally and vertically by a root director. Above ground the tree is protected from vandals and accidental damage by a tree guard and frame.

On this basis we propose the use of a combined proprietary system by Greenleaf Horticulture – the Arbour System Ref Gr11.

TREES IN SOFT LANDSCAPE AREAS

There are no particular problems in planting trees in soft areas providing that basic checks are made with regard to underground and over-ground services and easements. Important issues will be choice of species, size and the protection of the tree during its establishment.

MAINTENANCE OF TREES

Monitoring and maintenance of trees during the establishment period is essential. Maintenance operations will include watering, litter collection, pruning and annual fertiliser applications. The successful establishment of trees cannot be expected without comprehensive and diligent maintenance.

Shrubs / Groundcovers / Ornamental Planting in soft landscape areas

In Maesteg the main opportunity for planting in soft areas is along the north bank of the River Llynfi. Although this is a narrow corridor there is an opportunity for a considerable improvement here.

The planting of ornamental or native plants to the north side of the pathway is proposed with occasional trees. Works to the river bank should include planting a selection of marginal and aquatic plants.

Maintenance of plants in soft landscape areas

The costs with regard to the maintenance of trees apply in equal measure to soft plantings. Successful establishment will not take place without diligent maintenance including; pruning, litter picking, mulching, fertiliser application, hand weeding, and replacement of failing plants.



SECTION 07: CONSULTATION

This section outlines the consultation that has been undertaken with key stakeholders and the public in the development of the proposals. A summary of the results of the consultation is provided

CONSULTATION

7.1 STAKEHOLDER SURGERIES

The importance of consulting and involving key stakeholders in the design process was highlighted in the baseline section and has formed a key element in the development of designs for the bus station and outdoor market area. This section will outline the consultation process that has been undertaken throughout the process and the key messages which have been taken from it.

During the baseline analysis stage of the project the consultant team were keen to build a comprehensive understanding of Maesteg from the people who use it, work in it, look after it, and live near it, in particular the area of the markets and bus station. To further build upon the developed 'desk top' knowledge of the area a first stakeholder surgery was held in Bridgend in November 2009, with key stakeholders.

The groups invited included:

- Operational Officers
- Public Transport and Access workers and officers
- Planning and Strategy officers
- Local traders
- Local Councillors

The groups were given a background to the site and the project and given the opportunity to convey what they saw as the key issues and opportunities in the area and any functional requirements in relation to their area of interest. The session allowed the consultant team to efficiently identify a wide range of key issues relating to the site.

Following the preliminary stakeholder surgeries in November, a second round of consultation was undertaken with the same groups to present initial proposals for the layout of the site. The purpose of this consultation was to test the proposals with those who will be

implementing, using and maintaining the site to identify any issues or areas of concern. This would then enable the proposals to be developed with confidence or for alterations to be made where required.

Four sessions were undertaken with the groups identified in the first consultation. The sessions began with a presentation from the consultant team on the development of proposals and the preferred approach to the layout of the market and other elements of the scheme. Comments were then invited from the group about the proposals. The key issues can be found in the Appendix 9.

This event kept key stakeholders (particularly traders and Councillors) informed about the project and highlighted where their comments from the previous round of consultation had been taken into account.

The feedback from this session gave the design team the confidence to progress the proposals in more detail. There were a number of queries and concerns regarding the future management and maintenance of the area and regarding the impact on traders in the construction period. These issues have been taken into consideration to the extent that is possible at this stage but they will need to be followed up in more detail in the following stages of the project.

7.2 PUBLIC CONSULTATION

Following amendments to the proposals as a result of the stakeholder surgeries the scheme was presented to the public in an exhibition Maesteg in March 2010. Boards presenting the concept and principles behind the scheme and the proposals were displayed in an empty stall in the indoor market and in an empty shop window on Talbot Street (opposite the entrance to the outdoor market). These were exhibited for five days prior to the main consultation event.

The consultation event was held in the empty shop unit for two mornings, on Friday 12th March and Saturday 13th March, with several members of the design team on hand to discuss any queries and record comments. During this time visitors were encouraged to ask questions about the proposals and record their comments on a comments card. Comments cards were available at the exhibition and in the indoor market for two weeks.

The event was publicised in the Town Centre prior to the event via posters and flyers in shop windows, through residents' doors and in public buildings. An advertisement was placed in the Glamorgan Gazette and the Gem and local groups, Councillors and traders from previous consultations were invited.

The consultation attracted a steady flow of people on both mornings, with approximately 50-60 people on each day and the completion of 128 comments cards.



Consultation boards on display in an empty shop on Talbot Street



The boards were also on display in the indoor market



The design team were on hand to talk through the proposals

The following questions were presented on the comments card:

- A. The waiting environment at the bus station needs to be improved
- B. The appearance and layout of the outdoor market needs to be improved
- C. The idea of a new public space that can be used for a variety of community events is a desirable one
- D. If the outdoor market was more attractive and inviting I would visit more often
- E. The proposed improvements to the area would encourage more people to visit the town
- F. Public art that reflects Maesteg’s history and culture is an important part of the improvements
- G. Improvements to the riverside walkway will encourage more people to use it

The following table presents a summary of the results from the 127 comments cards returned.

	Strongly Agree	Agree	No Strong Views	Disagree	Strongly Disagree	No Response
A	97	12	6	4	0	8
B	98	14	4	1	1	9
C	79	17	9	4	6	12
D	80	22	8	4	1	12
E	78	15	15	6	2	11
F	64	34	12	2	5	10
G	77	25	7	7	1	10

The following is a summary of the response on each of the questions:

A. There was a strong level of support for the improvement of the waiting environment of the bus station. Nearly 90% of people either strongly agree, or agree that something needs to be done, compared to 3% disagreeing. This correlates with written comments, with several stating that a covered and enclosed waiting area is a main priority, indicating that residents are keen for investment in the bus station.

“An enclosed safe warm sealed waiting area at the bus station is an absolute requirement.”

B. This question had the strongest level of agreement (90%) with only one person disagreeing that the appearance and layout of the market needs improving. There was also a strong consensus with the market traders themselves and comments taken also demonstrated that people are keen for this area to be improved visually and that the current market is not working to its full potential.

‘Outside market should be improved to be able to attract visiting stall holders, back to as it was before the destruction of the old market’

C. This question posed the most difference in opinion. There was a fair level of agreement with the idea of a new public space, with approximately 60% strongly agreeing but a higher level of no responses and disagreeing, strongly or otherwise (20%). This could suggest that people are indifferent to the idea of a public space, or possibly unsure about its potential benefit to the town.

From the comments collected the majority of people seem eager to attract a weekly visiting market to the town, like previous years, although the comments and discussions also indicated uncertainty regarding further details about how the space would work in terms of security, safety, lighting, shelter and materials.

‘The whole area needs a new face lift. It’s so run down and dull’

D. There were a significant proportion (80%) agreed that if the outdoor market was more inviting they would visit more often. Several comments also suggest that people agree that the area is in need of change and that the decline of the use of the market, which was once the main attraction of Maesteg, is due to it becoming run down and desolate. Only one person strongly disagreed with this question.

‘Knockdown the outdoor eyesore and get the outdoor market back every week. Go back to Maesteg’s roots’

E. There was a fair level of agreement (72%), strongly or otherwise, that improvements would encourage more people to visit the town. People were most apathetic on this question (20%), suggesting that people are unsure of the potential impact of the improvements. From discussions and comments it was suggested that many residents held a nostalgic view and wished to see the town return to when the market was bustling with a weekly market. Many discussions suggested that people would travel for up to an hour to come to the market.

‘Quite a lot of people used to come to the old market’

‘Anything is welcome that would make out town more vibrant and appealing, especially to visitors’

F. This question had the lowest level of agreement with 49% in strong agreement and a fair number of people with no strong views or not giving a response (17%). Comments and discussions revealed that public art in the town was not a matter of great importance, however, there was little disagreement with the idea, with only 5% disagreeing. The introduction of public art was not mentioned in any comments.

G. Comments indicated that there is a good level of support for improvements to the riverside walkway. Nearly 80% of people agreed to improvements, with 8% disagreeing. Several comments suggested this also.

‘Get rid of all the bushes and trees down the riverside’

‘Make use of river walkway’

In addition to the questions provided people were encouraged to leave their own comments/ All of the comments received can be found in Appendix 10. Below is a summary of the key issues that emerged from the consultation:

- A covered area for the bus station must be a key part of any improvements – most pressing point
- The appearance of outdoor market needs improving
- Strong reaction to taxi waiting/turning area improvements. A mixture of comments about the proposed designated taxi waiting area outside the Town Hall, but several comments that current measures are unsafe
- Materials and road surfaces were raised as an issue – from a reflection of the deficiencies of previous phases
- A generally positive reaction to an additional entrance to the indoor market
- Majority view that a weekly visiting market will be a positive part of any changes
- Suggestions of incorporating the existing library into the improvements to keep it in the Town Centre

CONCLUSIONS

The series of consultation exercises have been undertaken to inform the development of proposals for this area of Maesteg Town Centre and has involved local stakeholders, traders, councillors and residents at different stages of the design process. The course of consultation has proved to be productive for the consultant team in gaining a rich understanding of the area and the people who use it.

Throughout the process, particularly the final public consultation exercise, a list of issues have been identified and have influenced the design proposals that are presented in this report.

These key points were:

- A more detailed analysis of the options for the bus waiting area given the strong support for a large area of enclosed space. The options for this were explored and a preferred option chosen taking into account the feedback from consultation
- Strong opinion that materials from Commercial Street should not be used confirmed the decision to specify natural stone for the paved areas
- Support was given for the introduction of measures to prevent taxis waiting on the pavement alongside the Town Hall. It was recommended that this measure extends up to the taxi bay. This recommendation has been adopted
- Following comments on the indicative appearance of the market units, the design principles for these units has been developed further

7.3 FURTHER CONSULTATION

KEEPING TRADERS INVOLVED

The consultation with traders that has been undertaken in the development of the proposals has revealed the importance of keeping them informed and involved in decision making in the implementation of the proposals. The traders will need to be informed of and involved in the following areas:

- The location, size and facilities provided in temporary accommodation whilst the scheme is being built
- The timing and phasing of the scheme (e.g. some traders will have their busiest period in the lead up to Christmas whereas others, such as the wedding cake decorator, will be busier during the spring/summer)
- Decisions on which units are allocated to which tenant. For example the occupiers of the units just off Talbot Street seem keen to remain in that position. Other considerations such as the need for open space and the ability to spill out into the public space to create interest and activity (e.g. the café and the florist) will also be important
- The individual requirements of each stall (e.g. refrigeration units, display systems, machinery)
- The ability to personalise the units in some way. This may include individual signage that has a common theme or the ability to choose whether the unit opens out fully at the front or has a door and window

WORKING WITH LISTED BUILDINGS

The development of proposals for this site should be undertaken in close consultation with the conservation and design team in BCBC as the development affects the setting of listed buildings and the conservation area. CADW should also be involved particularly in relation to proposals for the Town Hall and the Town Council Office.

CONSULTATION WITH THE ENVIRONMENT AGENCY

Changes to the riverside and in particular the wall that runs alongside the outdoor market should be made in consultation with the Environment Agency. The Environment Agency has been consulted on the potential for removing or altering the wall along the riverside and they have recommended that it remains in place to avoid increasing the risk of flooding (see Section 2.5).

KEEPING RESIDENTS AND VISITORS INFORMED

The public consultation exercise that has been undertaken should be followed up with further information and consultation where appropriate. Press articles and newsletters can be used to keep the public up to date and interested in the investment in their town, for example if/ when funding is awarded, when works begin and when the market will be reopened.

Further consultation and involvement of the public should be undertaken on the detailed design of some elements of the proposals for example the Town Hall extension, public art and the design of the bus shelter.



SECTION 08: IMPLEMENTATION

This section considers important next steps in the implementation of the proposals set out in this document.

IMPLEMENTATION

8.1 PHASING

Appropriate phasing of the works in this area will be dependent on a number of factors including the availability of funding, the availability of temporary accommodation for traders and buses, priority for improvement and the time it will take to develop the detailed proposals.

PRIORITY

The importance and priority of a project is dependent on the impact it will have on the regeneration of the Town Centre. On this basis the following priority is suggested:

- Bus station improvements
- Market place renewal
- Taxi provision
- North/East bank riverside improvements
- West bank riverside

However, given the fact that some of the bus station uses, including the bus operators office and the public toilets, are to be relocated within the new market development, the bus station improvements should logically follow the improvements to the market. The bus station is likely to be dependent on SEWTA funding which may also dictate the start date for this phase.

PHASING THE BUS STATION IMPROVEMENTS

Ideally, to adequately implement the proposed improvements to the bus station to a high quality, the bus station would be closed for the duration of the construction period. This would allow the public realm works to be implemented and settle adequately before being reopened to traffic.

PHASING THE OUTDOOR MARKET IMPROVEMENTS

An important consideration in the development of a comprehensive phasing plan is to ensure the continuity of trading for the outdoor market operators. Some negative impact will be inevitable during the construction period however, if traders are strategically relocated and an element of the outdoor market remains open for as long as possible, the negative impact can be minimised.

The space behind the shelter on Talbot Street and adjacent to the Town Hall could be used to accommodate temporary market stall units during construction. This will allow traders to remain in the vicinity of the market albeit in a slightly smaller unit. Empty stalls in the indoor market and nearby empty shop units could also be used to accommodate traders during construction. The exact requirements of the traders need to be established for the temporary move as some require specialist equipment and facilities.

It is important that some trading activity is maintained in the outdoor market area to avoid people changing their shopping habits during the construction period.

The use of timber frame buildings for the outdoor market units means that a significant proportion of the work can be carried out off site and the units quickly assembled on site.

The adjacent diagrams show an indicative possible phasing plan for the works.

- Yellow indicates existing market buildings
- Grey indicates temporary units during construction used to reaccomodate traders
- Purple indicates new outdoor market buildings
- Brown indicates groundworks completed

POSSIBLE PHASING



Phase One - Existing



Phase Two - Temporary units occupied by first phase



Phase Three - Units off Talbot Street completed



Phase Four - Half of remaining traders temporarily relocated



Phase Five - New units completed



Phase Six - Final lot of traders relocated



Phase Seven - Market scheme complete



Phase Eight - Bus station works undertaken



Phase Nine - Town Hall extension undertaken

8.2 EVENTS & PROMOTION

Physical improvements are important to the revival of the outdoor market in Maesteg. However, the impact of these improvements can be multiplied through effective management and promotion of the market.

The baseline section of this document highlighted the potential of the market and the contribution that markets can make to a town centre. The trader survey also revealed the commitment that the traders have to the market although their enthusiasm has become somewhat deflated given the current state of the market. These positive elements need to be fostered to positively affect the offer and the atmosphere of the market.

There appears to be scope to enhance the market through its management, upkeep and promotion. Channels of communication with the market traders should be maintained in the lead up to the physical improvement works to help achieve this.

Maintaining consistent opening hours is an important consideration in the management of the improved outdoor market. Anecdotal evidence suggests that there are regular instances of early or sporadic closing. This needs to be overcome in order for the market to be reliable and convenient for visitors.

The proposed layout of the outdoor market creates a flexible public space that can be used for a variety of uses. In order to promote the market and the Town Hall and to enhance the vitality of the Town Centre a programme of events should be prepared for the public space. This should be undertaken in collaboration with the Town Hall Ltd to develop the potential for outdoor performances but could also incorporate Christmas fairs, choral performances, local school events, and visiting markets. Keeping this programme fresh and exciting will help to bring new people into the

area. In particular an event involving a range of local groups should be arranged to mark the opening of the improved outdoor market.

A large majority of the traders in the outdoor market agreed that a visiting market would be beneficial. The possibilities for reinstating a significant regular market should be explored. This may focus on selling local produce, or be a more specialised market that will attract people from a much wider area such as an antiques market.

The reopening of the outdoor market should be marked with an event that will encourage people to come back to the market. This could be coordinated with a wider campaign across the town to encourage people to shop locally and support their local traders.

TOWN HALL LTD ENGAGEMENT

In the development of the proposals for the Town Hall and an events programme for the public space, a dialogue should be established with Maesteg Town Hall Limited. This may result in identifying a series of opportunities for using the outdoor performance space in conjunction with the Town Hall.

The wider impacts of the proposals on the role and viability of the Town Hall need to be developed through a comprehensive business plan that considers the potential uses that could be incorporated into the development and the amount of space required.

8.3 FUNDING & REGENERATION

This document will help to support a bid for funding from the European Convergence Fund and will also contribute to proposals put forward for funding under the Western Valleys Strategic Regeneration Area (WVASRA).

A Valleys Area Regeneration Plan (VARP) is currently being prepared for the Llynfi Valley which takes a holistic view of regeneration priorities for the Valley. In this context the proposed improvements to this important location within the centre of Maesteg is a key priority. The proposals for this area could contribute to the wider regeneration objectives of the emerging VARP in the following ways:

- The improved market will support local traders and the potential growth of smaller independent businesses
- The revival of the market will help to support the retail element of the Town Centre as it will draw more people into the town
- A visiting food market would support local food production and the aims of the Rural Development Plan in the neighbouring valleys
- Improvements to the bus station will contribute to the promotion of public transport use
- Investment in the bus station and the provision of more visitor information will contribute to improved tourist/visitor infrastructure
- The extension to the Town Hall would contribute to the cultural offer for the valley and the wider area and support a key Town Centre building
- The new 'Market Square' will provide a venue for community events and activities that will help to support an active community

The outdoor market currently directly supports at least 17 jobs. However, many of the traders have experienced a decline in turnover in recent year and most agree that improvements need to be made to the market to keep them in business.

The proposed improvements to the outdoor market should help to support the existing traders and will provide the opportunity to introduce more stalls which will support more jobs. These improvements will also have an indirect benefit to the Town Centre.

The proposals will also see the following improvements to the area:

- 3,300m² public realm improvements
- 620m² premises improved
- 12-14 enterprises accommodated
- 2 historic buildings settings improved
- Potential for a new events programme
- 350m of riverside walkway improved
- Improvements to public transport services

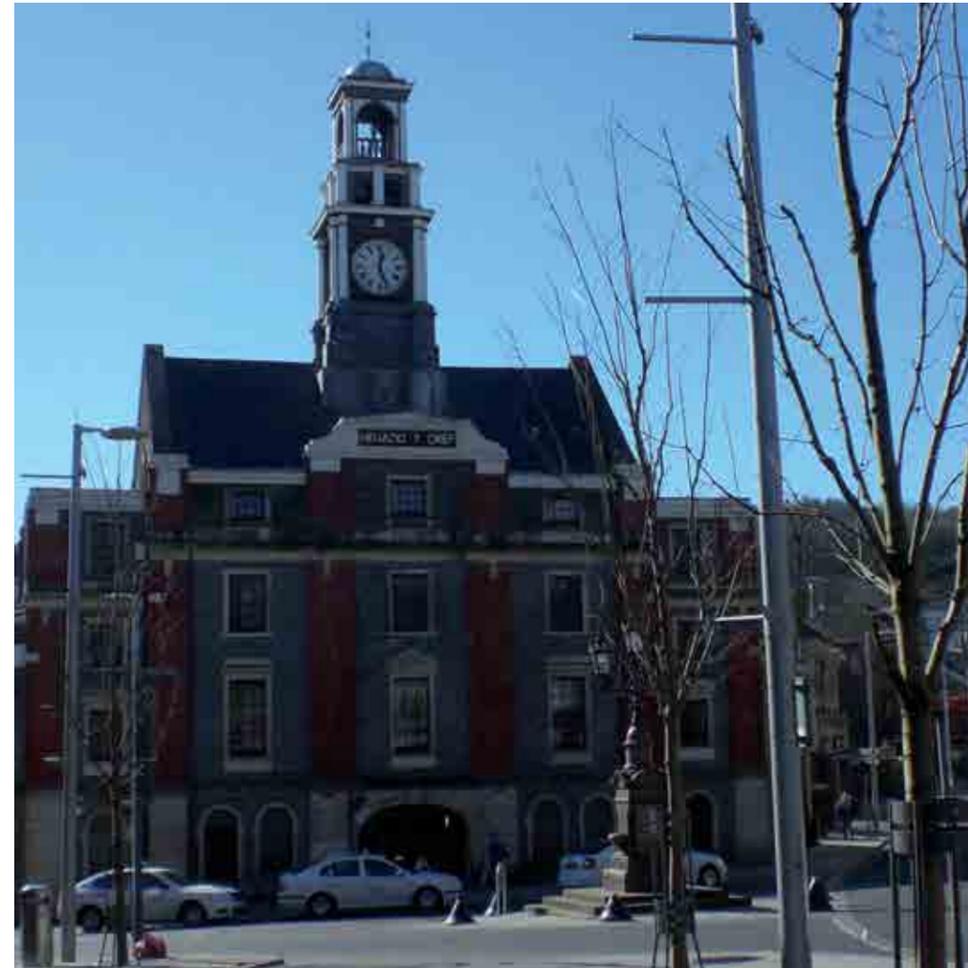
8.4 DETAILED DESIGN

The design process to date has sought to include a range of stakeholders who have informed the design and invested in the project. As the project progresses to the detailed design stage a core group of officers and other stakeholders will need to be assembled to form a multidisciplinary project group who will manage the project through detailed design and implementation. This group should include the following disciplines:

- Urban Design
- Landscape Design
- Conservation
- Engineering
- Public Art

This document outlines the design principles that should inform the detailed design. Establishing a project group that has representation from a range of disciplines will help to ensure that a balanced approach is taken to the design and issues. The experience of the previous public realm phases should inform this process to ensure that the proposals are implemented with integrity and robustness.

At the relevant time the project group should incorporate material suppliers and utility companies and statutory provides to ensure that a holistic approach is taken and to avoid future complications. It will also be essential to maintain the involvement of traders throughout the process.



SECTION 09:
CONCLUSION

CONCLUSION

9.1 CONCLUSION

Maesteg Phase IV public realm improvement works form a fundamental element of the regeneration of the Town Centre. This report has outlined how potential future funding can be invested in the long term improvement of the area building on the works that have already been undertaken in the town.

The baseline section of the document identified a number of fundamental matters that need to be addressed to make the area successful. These issues form a set of objectives that have been carried through into the design proposals.

The proposals presented in Section 5 outline how the currently ailing outdoor market can be revitalised to become the heart of the town centre where independent local traders are celebrated and the town can gather for events. Allied to this is a bus station environment that is comfortable for users and welcoming to visitors to the Town Centre and an improved riverside that connects the Town Centre to the surrounding residential area.

The investment in this area of Maesteg is anticipated to have wider regeneration benefits for the Town Centre. The market will help to attract people back into the Town Centre by improving the local retail offer and creating an attractive environment in which to meet and spend time. The improvements to the bus station will also support the promotion of public transport.

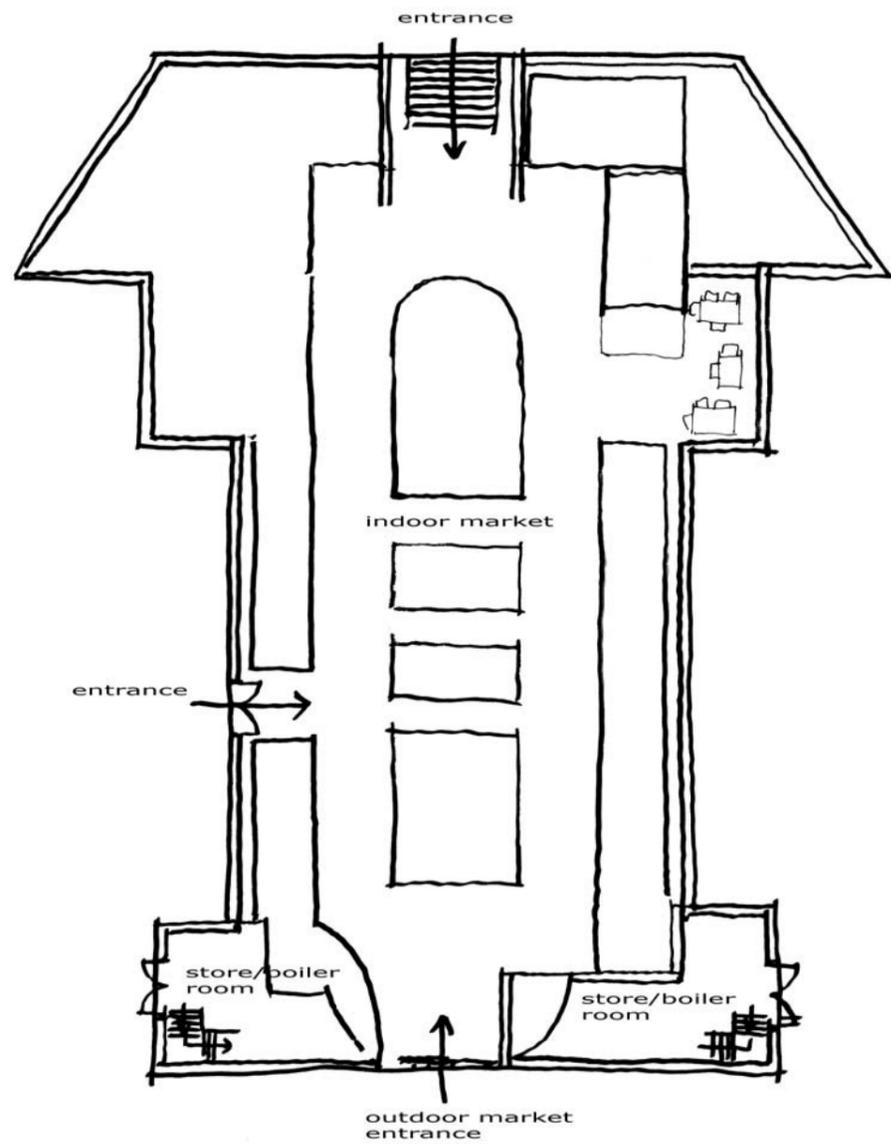
The consultation process has been successful in engaging key stakeholders and the public where there has been a general level of support for the scheme. However there is an air of scepticism amongst the public regarding the achievement of the improvements that have been presented. This must be proved wrong through an integrated approach to the delivery of the project and a commitment to high quality design, materials and workmanship.



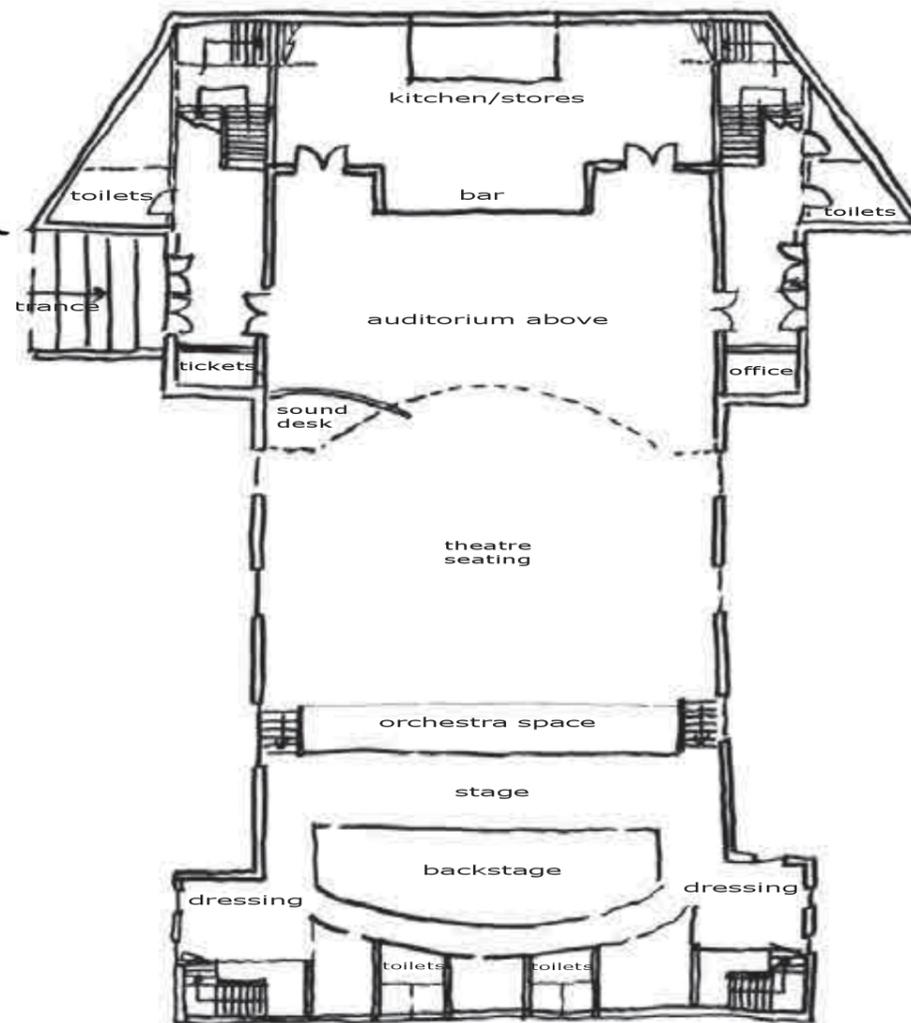


SECTION A
APPENDIX

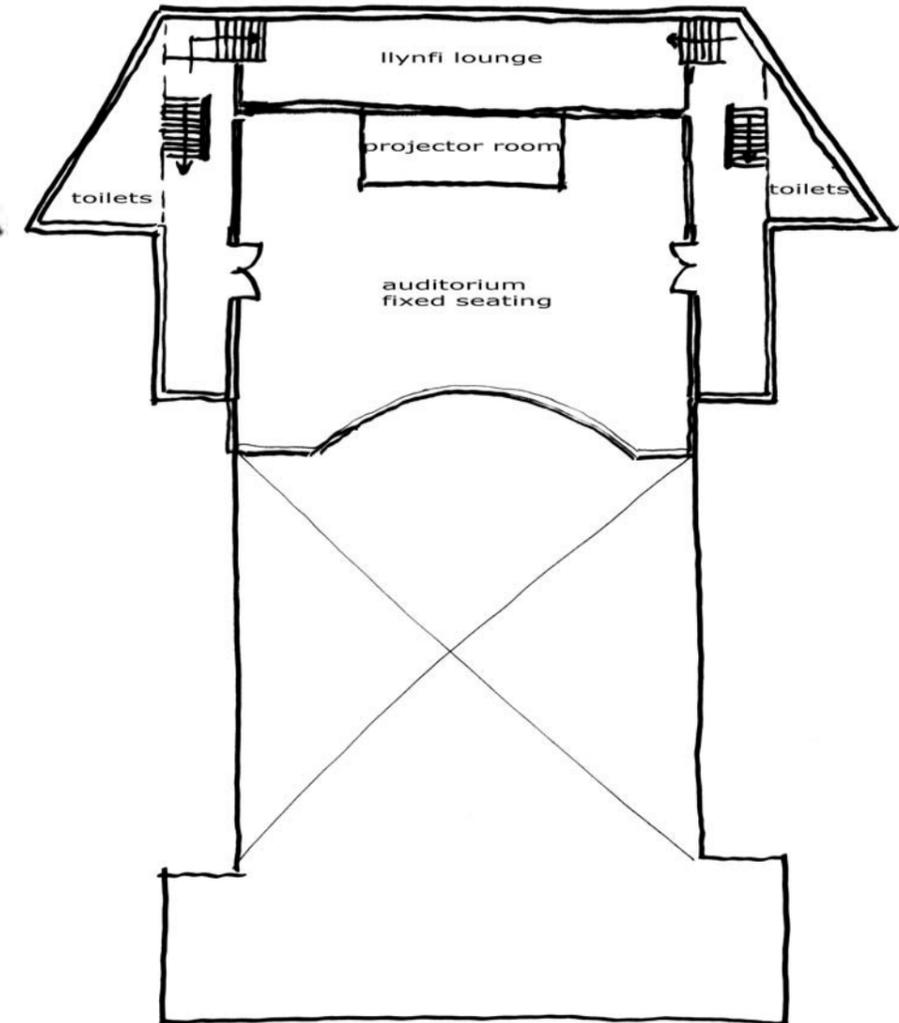
1. INDICATIVE TOWN HALL PLANS



Indicative Indoor Market Floor Plan
(Ground Floor)
Scale 1:300



Indicative Town Hall Floor Plan
(First Floor Plan)
Scale 1:300



Indicative Town Hall Auditorium Plan
(Upper First Floor)
Scale 1:300

2. MATERIALS AND STREET FURNITURE AUDIT



Gun metal street furniture on Talbot Street



Wheeled bins regularly cluttering the streets



Existing street furniture - tree grids

TALBOT STREET

Street Proportions

- Wide road and narrow pedestrian pavements
- Narrow parking bays resulting in loading vehicles parking on pavements

Street Furniture

- Feeder Pillars
- Street Lighting is in modern gun metal grey
- Signage details are according to provider, resulting in street clutter
- Shelter created as an art feature
- Seats therein robust steel slatted in gun metal
- Litter Bins are stainless steel
- Several wheeled bins lined along the street creating clutter

Surface Materials

- Road - Macadam with yellow and white signage painted on this
- Parking Bays – PCC pavers in dark grey
- Road Edge - conservation kerbs, often painted with yellow stripes. Drainage channelling cut into top periodically
- Pavement Surface - Diamond sawn pennant slabs from council office to Town Hall 'Square'.
- Pavement Surface - From Council Offices to Neath Road - pre cast concrete slabs coloured white.
- Crossing Points – red blister paving

COMMERCIAL STREET (NEW SCHEME TERMINATES AT TABOR CHURCH)

Street Proportions

- Broad pavements, road and parking bays. Road artificially narrowed via parking bays and within these wide granite channels either side of road.

Street Furniture

- Feeder Pillars are all according to service provider
- Street Lighting - modern in gun metal grey steel
- Signage in several styles
- Seats are all similarly styled to these in Talbot Street but with triple timber slatted backs. Orientated at 45 deg facing buildings
- Litter Bins in grey gun metal to match seats and light columns
- Several wheeled bins lined along the street

Surface Materials

- Slot drains frequent the paving
- Road – macadam with sometimes excessive road paint
- Kerb - conservation kerb, cut at radii points in pull in bays. Frequently painted in double yellow lines
- Parking Bay Surface - grey pre cast slabs
- Pavement Surface - pre cast concrete slabs coloured white
- Drainage channels (indented concrete) - downpipes are in various conditions
- Detailing around services are sometimes poor

Features

- Two crossing points to main road with various detailing- one with red blister paving, one with silver road studs. One with raised macadam across road, one with painted white stripes, both with stainless steel bollards either side of road
- Crossing points to side streets have silver road studs in dark grey paving.
- Sitting area with planting at Llynfi Lane junction is poorly maintained

SECTION

A

APPENDICES

TOWN HALL SQUARE

Street Furniture

- Feeder Pillars are according to service provider
- Street Lighting – modern in gun metal grey steel
- Signage in several styles
- Seats - similarly styled to these in Talbot Street but with triple timber slatted backs. All orientated at 45 deg facing buildings
- Tree grilles - heavy duty steel blue grey bespoke pattern with guard same as those at car park
- Litter Bins - Stainless steel mounted on walls / lighting columns
- Several wheeled bins lined along the street

Surface Materials

- Slot drains frequent the paving.
- Indented pcc channels used to direct water to slot drains in diagonal patterns across pavements
- Road – macadam, with sometimes excessive road paint. Some of the road surfaced in stamped concrete to look like black granite setts.
- Kerb - conservation kerb, at radii points in pull in bays. Frequently painted in double yellow lines
- Pavement Surface - pennant sandstone. In several places this has been lifted and replaced in patches with macadam
- Gullies - located in places at high points and at others are placed in pairs

Features

- Entrance to Town Hall - Entrance paving in pennant sandstone allows trip hazard to entrance steps
- Taxi parking on pavement
- Post Office - Attractive building with unprepossessing environment
- Monument - Surrounding bollards unchained. Surfacing - Pennant sandstone and stamped concrete
- Crossing points - red blister paving and pennant sandstone blister paving



Commercial Street - street furniture and taxi bays



Gun metal bench in new bus shelter on Talbot Street



View of Town Hall and bus waiting area

3. COLLISION REPORT 500M RADIUS OF MAESTEG BUS STATION



Colour coding by SEVERITY

- ▲ Fatal (0)
- Serious (10)
- Slight (48)

SECTION



APPENDICES

4. STAKEHOLDER SURGERY SUMMARY

1. Operational Officers	Action
Ian David- Streetworks (utilities) Rory Simmonds (CCTV)	
Live help points could be provided in the bus station Materials <ul style="list-style-type: none"> Importance of availability of replacement materials- lead in time Robust construction= more difficult to excavate for repairs/maintenance ID to contact utilities companies prior to works to establish any potential improvements works that could be coordinated Algae developing on surfaces on commercial street 	ID
CCTV <ul style="list-style-type: none"> Trees and signs can be an obstruction Currently use a BT line but could install a fibre optic Coverage plans to be provided Potential upgrade of cameras- analytical, motion detecting 	RS
Currently the council information point (one-stop-shop) is located in the library – tucked away. Could this be incorporated in the scheme?	
Temporary road closure orders will be needed for any road closures- generally 8 weeks lead in time	
Contact Huw Jenkins re street cleansing	PDU
2. Public Transport	
Peter Tinsley- First Cymru Richard Metford- Public transport policy and development David Beynon Matthew Gilbert Byran Cox- Licensing	
SHOUT- local group that should be consulted	
Taxis <ul style="list-style-type: none"> Not been accommodated in previous phases Demand for pick up and drop off around front of town hall Current taxi area is isolated for pedestrians and conflicts with bus movements A taxi turning area is needed Taxis should be convenient for picking up people from the bus 	
Buses <ul style="list-style-type: none"> Bus station is in the ownership of property but maintenance is not undertaken within property budget- proper maintenance arrangements need to be established Operator does not want a bus station facility that has to be manned- cost association Cost of maintenance should be minimised with the use of standard street furniture and bus shelters Alternative bus station arrangements discussed 	Capita to look at bus arrangements
“Maesteg Interchange” proposals to improve links between bus and	

train station	
Pedestrian direction signage (finger posts) should be provided	
Cycling <ul style="list-style-type: none"> Cycle parking should be provided in the scheme Consider links to cycle network 	
3. Planning & Strategy	
Clare Evans- Planning DC Graeme Oram- Conservation Paul Thomas- Property	
Strong links should be made with the indoor market- improve the appearance and entrances	
Historically the outdoor market was a thriving one day market with visiting stalls	
The site is within the conservation area	
Consider the edges of the site-surrounding improvements and links	
Consider parking requirements for Central Chapel (Bethel Church)	
Library moving to sports centre	Confirm future of library and information point
Town council offices have a limited public interface- open at certain times for viewing planning applications etc	
Explore the potential for opening the eastern entrance into the indoor market (consider security- public order issues)	Plan of indoor market
Potential for market to act as a business incubation for new local businesses	
Management of market needs to be considered	
Food market very successful at McArthur Glen	
Contact CADW with proposals (Peter Ashby)	
4. Traders & Theatre	
Barrie Jenkins- Ice Cream Parlour Gareth - Card shop Caroline Watkins- Florist Andrew Garner- Butcher Market café	
Some traders have made significant investment in their shops	
Existing arrangement of outdoor market isn't good	
Significant loss in footfall and custom- when market buildings went in, following street improvements, Tesco	
People shopping in other towns	
Disruption during works is a key concern- maintaining business continuity	
What traders will be/can be attracted	
Is there a model for where this type of thing has been done elsewhere?	

5. Councillors	
Cllr Malcolm James Cllr Colin Teesdale	
Cllr Lynne (Town Council) Cllr Bill May (Town Council) Cllr Mike Harper (Town Council) Cllr Ross Thomas (Town Council) Cllr Mal Reeves Cllr Steve Smith Cllr Ken Hunt Cllr Phil John (Town Council) Cllr Ian Jones (Town Council) Cllr Don Buttle (sent apologies)	
Important to maintain the market but in what form- what can make it viable and unique One day market again? Car boot sale? Farmers Market?	
Consider contraction of market	
Responsibility also needs to be taken by traders- e.g. maintaining opening hours	
The outdoor market café could do more- close to the bus station for waiting, overlooking the river...	
Enhance the river- consider introducing boulders to create depth and clarity in this stretch	
Knotweed issues in the area	
Future maintenance costs need to be covered	
Drainage off of the Town Hall needs to be addressed	
Slot drains tend to get blocked on previous phases The right materials need to be selected so that maintenance is easy	
Provide shelter particularly during the winter months	



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5. TRADER SURVEY QUESTIONNAIRE

Market Trader Consultation

Date: _____ Time: _____

Name
Contact Details
Business
Unit/Location

Your Business

How long have you been trading in the outdoor market/Maesteg?			
What are your opening hours?			
What is your busiest period during the week?			
What has been the general trend in turnover over the past 12 months?	Increase	Same	Decrease
What do you think has had the greatest impact, positive or negative, on your business over the past few years?			
Have you made any significant financial investment in your stall in the past 12 months? How much?	Premises	Marketing	Training

The Future of the Market

What impact do you think the current form/layout of the outdoor market has on your business?	Positive	Neutral	Negative
What do you see as the top three limitations with the outdoor market?	1.	2.	3.
What do you see as the top three positive elements of the outdoor market?	1.	2.	3.
What do you see as the top three things that could be done to improve trading conditions?	1.	2.	3.
What is your commitment to the market over the short, medium and long term?			
Would you be willing to be temporarily located elsewhere within the town during the construction period e.g. the indoor market/ an empty shop?			
What impact do you think temporary closure during construction would have on your business?	a. Negative beyond repair (would close business)	b. Would move elsewhere	c. Negative but could manage
			d. Negative but could be mitigated against
			e. Don't know

Understanding your Needs

If the outdoor market is to be remodelled what are your main requirements?	a. Space-same, more, less	b. Temporary, permanent, semi permanent	c. Delivery requirements	d. Outdoor space
	e. Electricity	f. Water	g. Covered outdoor area	h. Lighting
Do you think that a visiting market on one day a week would compliment your business?				
Do you store all of your goods in the stall/shop overnight?				
What is the routine for deliveries- times, locations?				
Aside from physical improvements what could improve the market e.g. management, promotion?				
Is there any coordination amongst market stall holders e.g. joint promotions, events?				
What would encourage new businesses to the market?				



6. TRADER QUESTIONNAIRE SUMMARY

Trader Name	Length of trading and commitment	Opening hours and busiest period	Trend in turnover last 12 months	Greatest impact on business	Limitations with outdoor market	Positives of outdoor market	Ideas to improve market	Willing to be temporarily relocated	Traders main requirements	Traders routine – deliveries and storage
Kate Saunder Card Shop	21 years Long term commitment	Mon-Sat 9-5 Half day wed Busiest Friday	Decrease in turnover	Card factory competition	Looks awful, no atmosphere, needs upgrading	Good shopping	Car boot sale, work needs to be done, more promotion	Yes, porta cabins. Will need warning & consultation	Same amount of space	No deliveries, storage overnight
Margaret Goss Bric-a-brac	6 months Unknown commitment- min 12months	Mon-Sat 9-5 Half day Wed Thur-Sat busiest	Same turnover		Low footfall	Size of unit	Toilet facilities, disabled parking, visiting market	Yes	Same size, electricity, water	Store good overnight, no deliveries
Alison Pritchard Rugstop	8 years trading Long term commitment	Mon-Sat 9-5 Half day wed Inconsistent	Decrease in turnover	Tesco-negative	Dark, location of 'bandstand'		Visiting market	Yes, will need to be told in advance	Same size, large storage, sheltered area	Deliveries in large lorry from Talbot St
Andrew Garner Butchers	20 years trading Long term commitment	Mon-Sat 7.30-5 Half day wed Busiest in mornings	Increased as other butchers have closed in Maesteg	Tesco, footfall, and new stall investment of £20,000	Only regulars, not enough happening, worn appearance	Loyal, friendly customers	Visiting market, appearance, more food stalls, traders working together	Yes	large unit or 3xsmall, display space outside, electricity, water, lighting	Daily deliveries on street and entrance
Martin Smith Valley Gold	17 years Long term commitment	Mon-Fri 9-5 Sat 10-3, wed half day Consistent	Same turnover	4years ago, regular stalls		Close to bus station, small units, cheap rent	Appearance and stalls in market, visiting market	Yes. Same size unit	Same size unit, electricity, water, permanent	Storage of equipment, valuable taken away
Ray Evans Maesteg Computer Repairs	3-3.5years Long term commitment but very quite	Mon-Sat 10-5 Half day wed Consistently quite	Decrease in turnover	Changes to the main street, never picked up, recession	Footfall does not stop in market		Security, entrance and signage, parking, promotion	Yes, but would need to be secure	More storage, permanent, electricity, water, lighting	Some occasional small deliveries
Justine Williams Baby Bubbles	3.5years Medium-long term	Mon-Sat 9-5 Half day Wed Mornings busy	Decrease in turnover	Credit crunch	No passing trade due to layout, no signage, needs updating	Size of the unit	Shelters need changing, flooring and décor inside and out, promotion	Yes	Same space, permanent building, electricity, water	Light deliveries, storage overnight of goods
Caroline Watkins Forever Green Florist	24years Long term	Mon-Fri 9-5 Half day Wed and Sat	Decrease in turnover	Economic climate and Tesco's			More attractive environment, open space, wider diversity of trade	Yes providing there was a definite period for the construction	Less space but more practical design, permanent, outdoor space, electricity, water, lighting,	Storage overnight of goods
Michael Hanlon Hairdressers	29 years Long term	6 days – half day Wednesday Busy weekends	Same turnover	Decreasing opening hours of indoor market	Footfall, indoor market closing early, entrances	Traders, range of stalls	Advertising, fix opening hours, more stalls	Yes, but for very short term	More space, permanent, electricity, water, lighting	Storage, no deliveries
Christine Thomas Café	21 years	8am-4pm	Same turnover							

7. ADDITIONAL NOTES ON MARKET RESEARCH

Types of markets

- Farmers market (e.g Roath, Riverside in Cardiff)
- Crafts and arts (e.g The Gate, Cardiff; Abergavenny every month)
- Retail general (e.g Clydach market, Teignbridge market)
- Flea market/antiques (e.g Abergavenny, Camarthan antiques market)
- Flower market
- WI market (e.g Bromyard)
- Car Boot Sales

Key websites for background information and research

www.pps.org/
www.nabma.com/
<http://www.farma.org.uk/>
<http://www.sustainweb.org/>
<http://www.fmiw.co.uk/>

The role of a market manager (taken from 'a practical toolkit – starting and managing a farmers market')

- Co-ordinating stallholders and managing the Market on the day
- Creating and managing a budget and identifying funding / other resources
- Managing staff
- Researching and making contact with other Farmers' markets in the area
- Identifying producer interest and availability
- Measuring potential customer interest including preference of Market day
- Identifying and securing a suitable site
- Defining the management structure for the Market, facilitating meetings and agreeing rules

- Commissioning publicity materials, such as leaflets and banners. Agreeing designs and specifications, arranging printing, etc.
- Creating and following up news releases to the local media
- Networking and liaising with local community organisations.

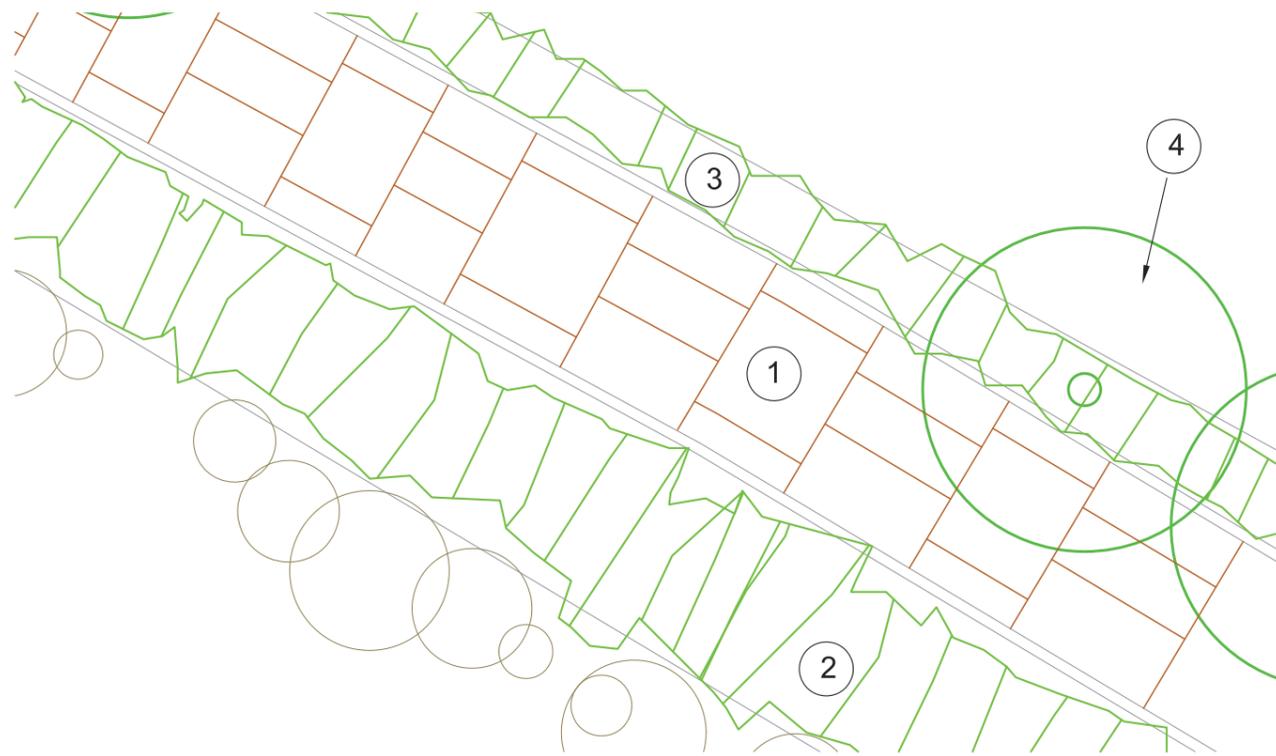
Projects for Public Spaces

Public markets have public goals, operate in public spaces and serve locally owned and operated businesses. They: -

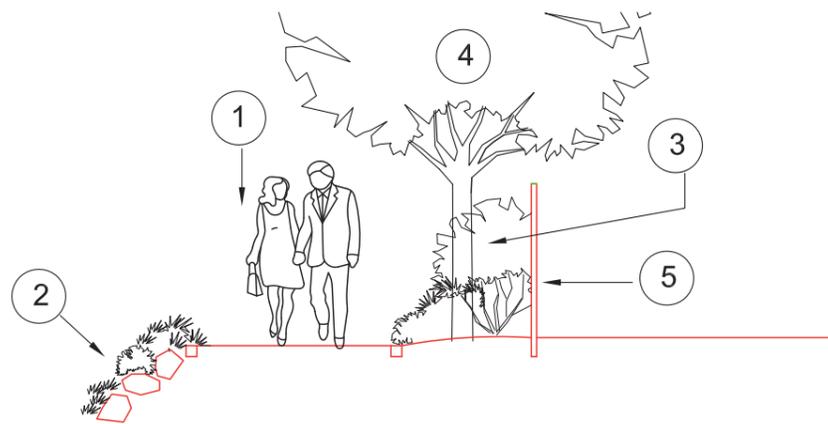
- Bring together diverse people
- Create active public space
- Shape growth and minimise sprawl
- Promote public health
- Provide economic opportunity
- Renew neighbourhoods

Markets have a high impact on public health – they act as a gathering space, easy access to local produce, social and economic outlets to community gardeners, can serve as an agent in a larger community network, provides individual empowerment and social integration.

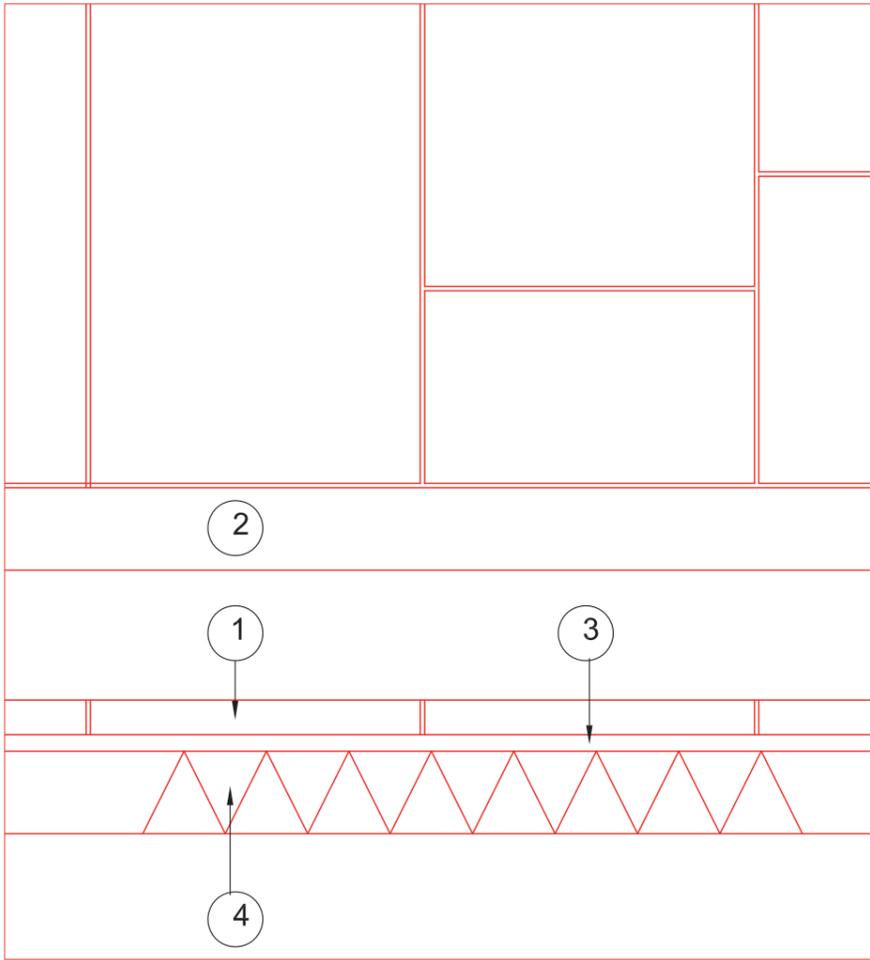
8. MATERIAL DETAILS



1. Riven pennant sandstone paving slabs with split granite sett edgings. Path width generally 2.0m
2. Waterside planting - marginals, aquatics and herbaceous plants
3. Ornamental shrub and ground cover planting
4. Specimen trees
5. Fencing - to be renewed with the agreement of the Cricket Ground



Riverside Pathway



1. Pennant sandstone paving slabs. c.80mm depth x 300 / 450 / 600mm width. Length Varies. Laid with c.8mm joints. Joints filled in accordance with Steintec or similar proprietary mortar to manufacturers recommendations
2. Kerbs / or setts as details 1 or 2 dependant on location
3. 30mm bedding with Steintec or similar proprietary mortar to manufacturers recommendations
4. Sub-base shall be made up as necessary to provide a minimum 150mm depth Type One granular sub base that shall be compacted to CA approval

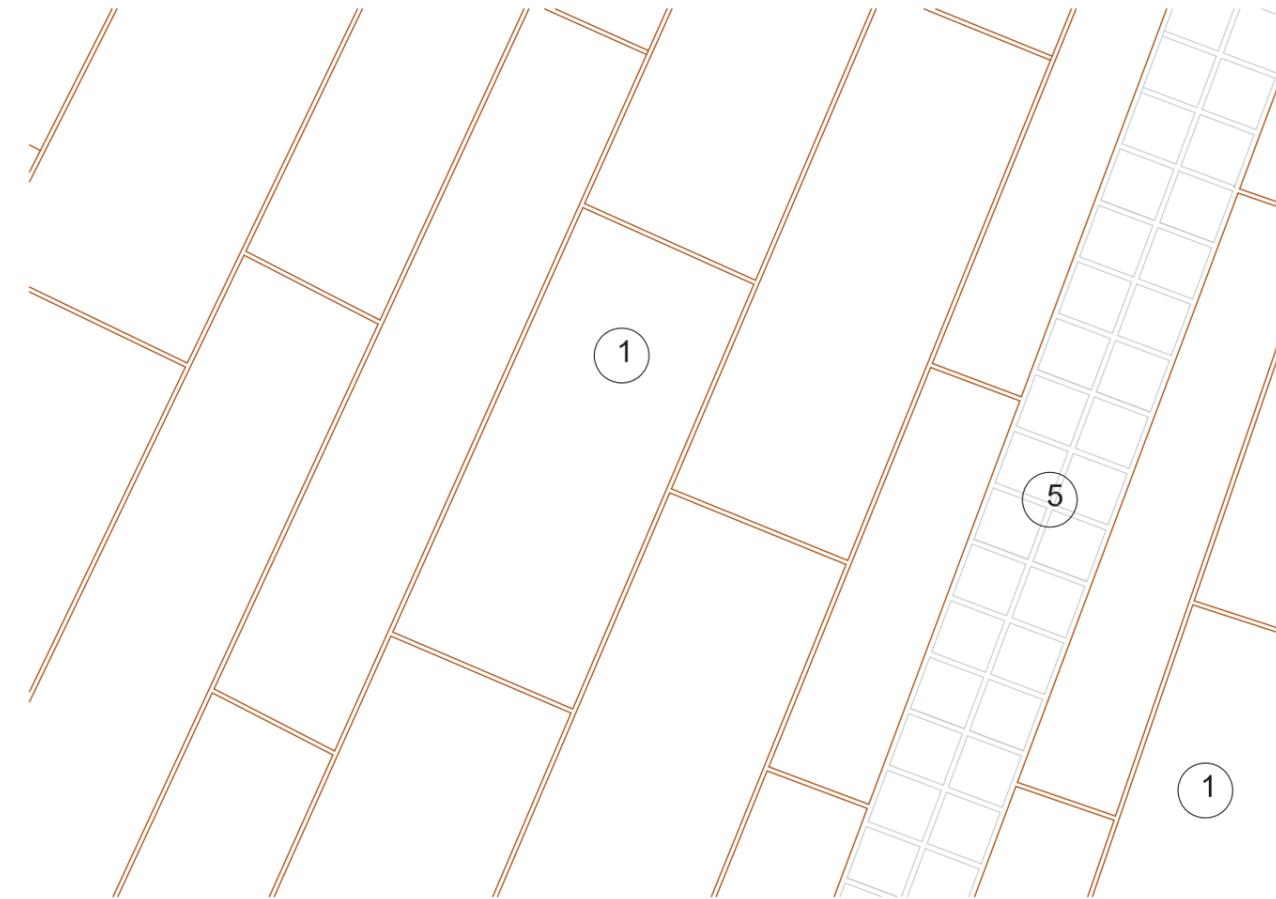


Sawn pennant sandstone paving

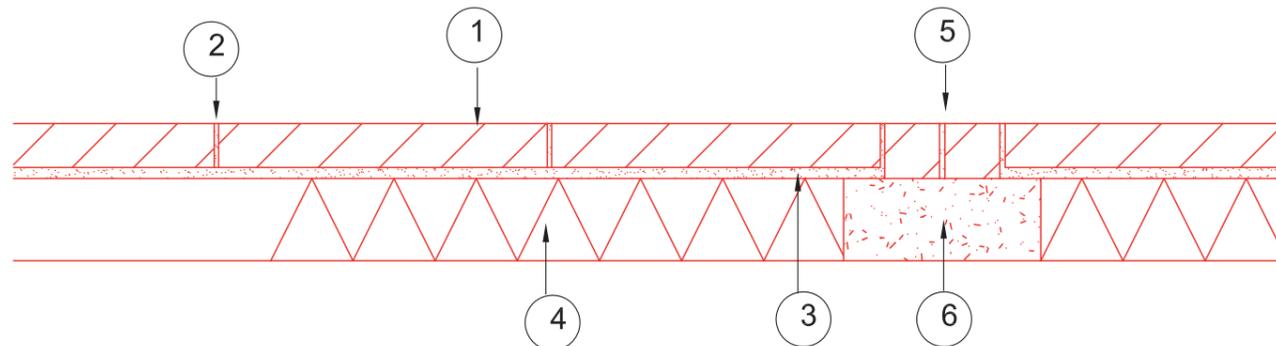
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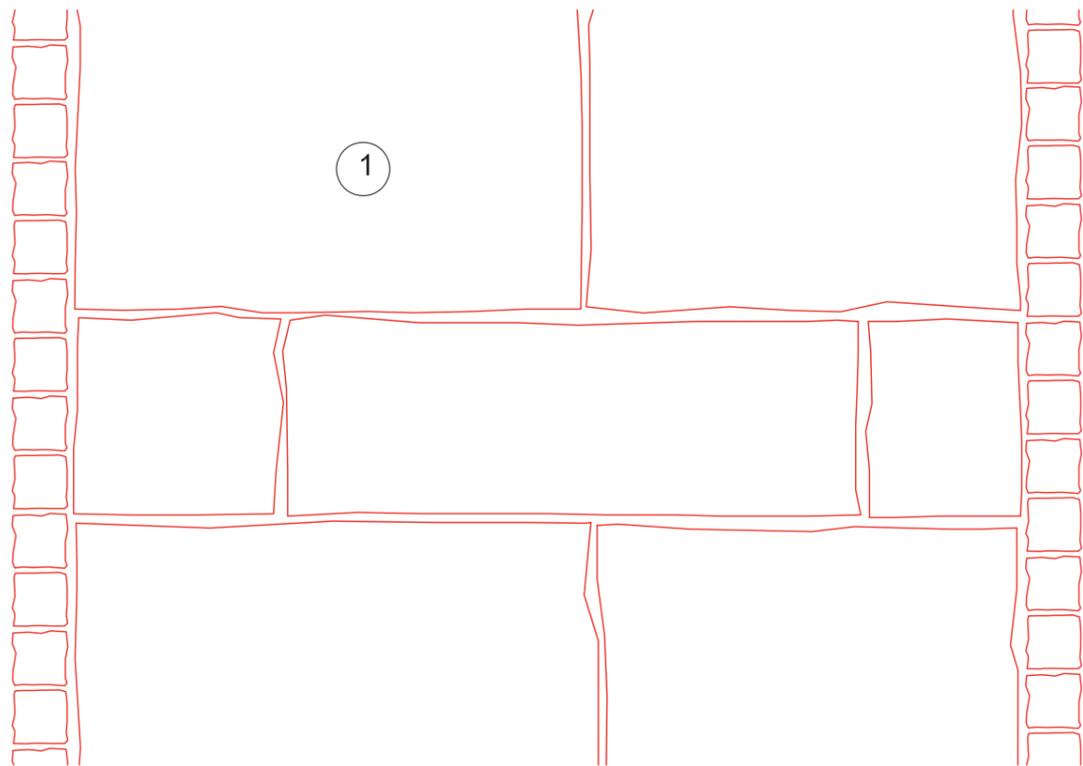
APPENDICES



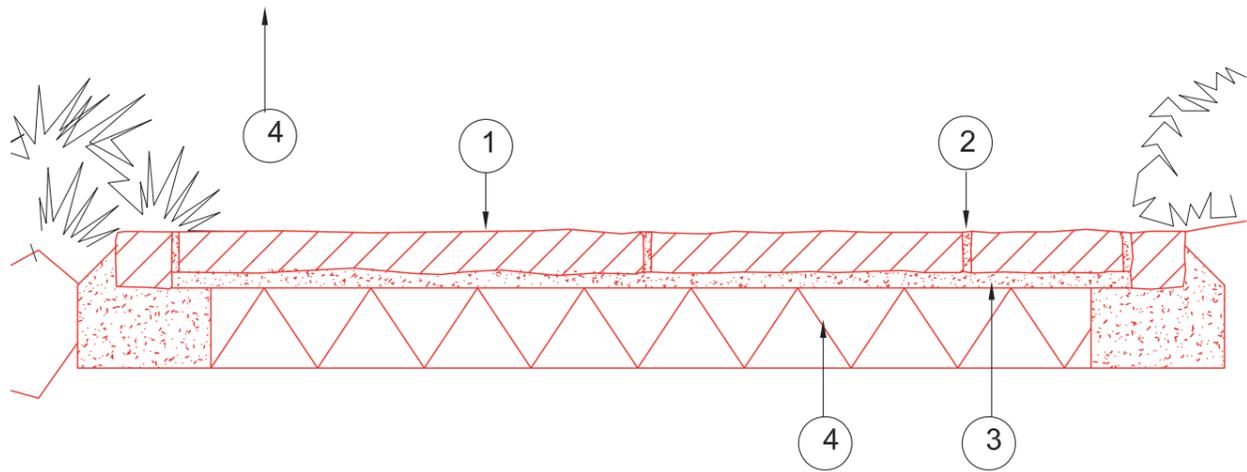
- 1. Pennant sandstone paving slabs. c.80mm depth. Special cuts - length and width varies and tapered .
- 2. Joints c.8mm filled in accordance with Steintec or similar proprietary mortar all to manufacturers recommendations
- 3. 30mm bedding with Steintec or similar proprietary mortar to manufacturers recommendations
- 4. Sub-base shall be made up as necessary to provide a minimum 150mm depth Type One granular sub base that shall be compacted to CA approval
- 5. Granite setts - Dark grey c.100mm cubes saw all sides flamed top. Laid to bond pattern shown
- 6. Concrete foundation



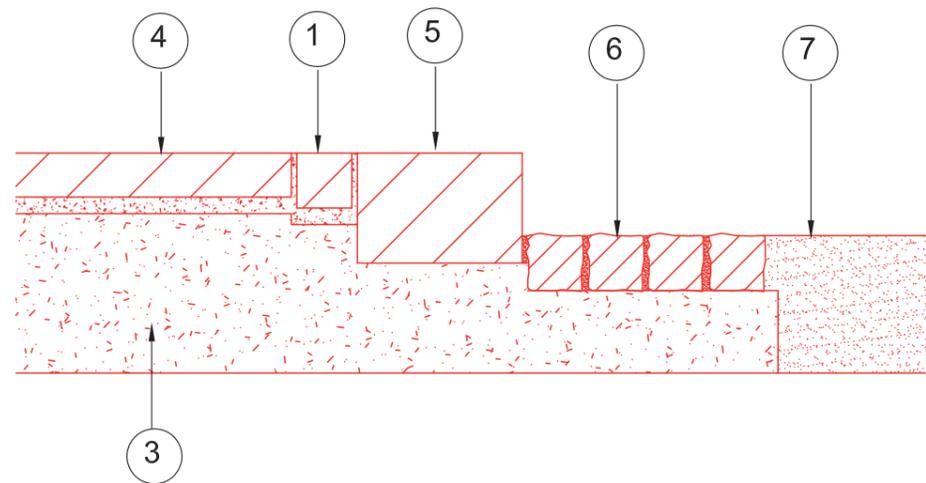
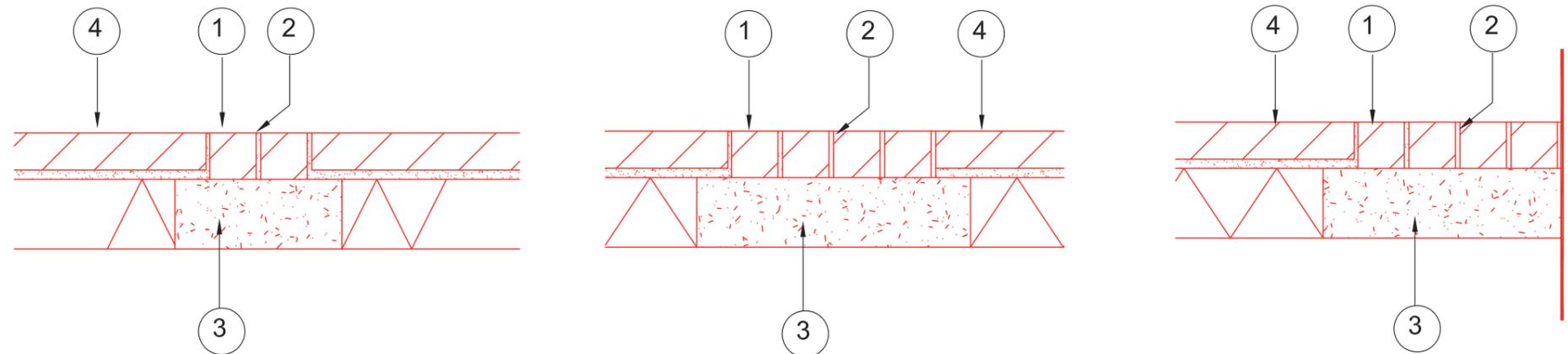
Splintered pennant paving slabs



- 1. Riven pennant sandstone paving slabs. c.80mm depth split edges / square or rectangular / sizes vary. Riven, variability of surface shall be agreed at source by CA
- 2. 10-15mm joints entirely filled via pointing with 1:3 cement / sharp sand mortar. Flushed and brushed to CA approval
- 3. 30mm 1:4 cement sharp sand bedding slabs laid on semi-dry bedding
- 4. Sub-base shall be made up as necessary to provide a minimum 150mm depth Type One granular sub base that shall be compacted to CA approval
- 5. Granite setts - silver grey c.100mm cubes split sided
- 6. Concrete foundation and haunch



Riverside path / riven pennant sandstone



1. Dark grey setts - 100mm cubes sawn all sides with flamed top

2. 10mm mortared joints filled with steintec or similar approved proprietary mortar

3. Concrete foundation to CA approval

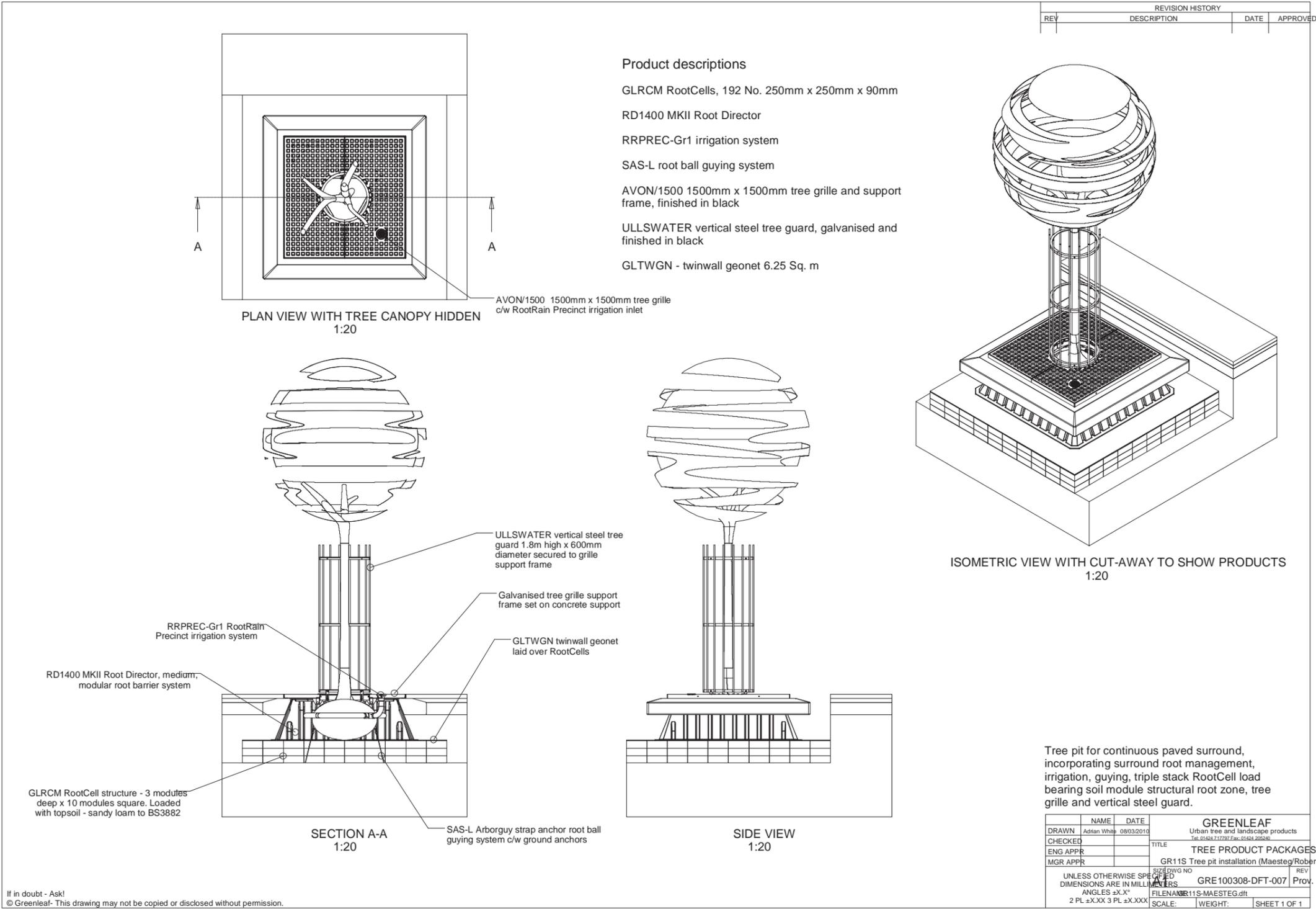
4. Pennant sandstone paving

5. Granite road kerb. Silver grey with bush hammered finish. 300 x 200 in section, length varies. Special shapes according to final layout

6. Silver grey granite setts - c.100mm cubes split sides with mortar filled joints as above on steintec or similar mortar bedding. Note, all stone setts in roadway shall have concrete bedding / all to CA approval

7. Asphalt roadway

Split setts / Flamed setts / Kerb Details



If in doubt - Ask!
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9. STAKEHOLDER CONSULTATION PART TWO

1. Councillors
Bus station <ul style="list-style-type: none"> • Warm, sheltered area required • Better signage and information
Open up the entrance to the indoor market
Provide areas of permanent cover
Concern about end use and management of the space and the gallery (a business case needs to be developed)
Materials and street furniture need to be easily maintainable
Need to ensure that funding is available to implement all phases
CADW will have an influence on proposals affecting the listed buildings
Consider servicing and delivery arrangements
Bus station environment is probable higher priority than the market
Build quality will be paramount to the scheme
Learn lessons from materials on previous phases e.g. the white concrete paving on Commercial Street
Where will taxis not on the bay wait?
Need innovative methods to keep overheads low
2. Traders
Need for as much of the site to be under cover as possible due to the weather conditions
Remove traffic lights on pedestrian crossing outside entrance to outdoor Market on Talbot Street
Agree that opening up the old door serving the market on the bust station side would be good
A number of traders would like bigger stalls than they currently have
Access for deliveries needs to be considered some stall do have large lorries deliver (rug stall)
A customer car park would be good, at least disabled spaces or a drop off / pick up point close to stalls, by the side of the Town Council Offices
Existing metal construction of units causes problems with condensation
Traders would like fit out options for stalls each user has different requirements
Issues over security after closing time need to be considered
Traders value there current position would not want to be moved to the other side of the market, there seems to be a hierarchy of stalls closest to Talbot Street
Need to consider branding of market new or old
Questions and queries raised over management of the implementation, temporary accommodation and timing

3. Operational Officers
Consider how the public space created would be used for events and on a day to day basis
Cycle parking (Sheffield stands) should be incorporated into the scheme to relate to the potential extension of the cycle routes
Bus waiting/info area can be separate from bus operator office and drivers' mess
Information at bus station should include details on the train service and a map of the town
A visual connection to the indoor market (even if the additional entrance wasn't opened up) would help to link the spaces
Need to provide broad costings
Accommodate a taxi turning area
Provide adequate service areas
4. Planning & Regeneration
Proposed units to the south of the scheme will be less attractive to retail uses so consider who might occupy these
Keen to see flexibility to have the potential for greater connection to the river in the future
Will the covered area attract antisocial behaviour? (it was explained that the market will be closed off at night to help prevent this)
In principle (from a conservation perspective) the proposals for the extension of the Town Hall can be taken forward providing that there is proven need and advantage

10. COMMENTS FROM CONSULTATION MARCH 2010

Total comment sheets filled out 104

No additional comments (42)

Use the existing cover for the outdoor market stalls to cover the skateboard park in Welfare Park

Quite a lot of people used to come to the old market

What about the town, we need to get more people here

It is about time Maesteg was brought into the 21st Century

Do not move library to rec centre

While every visual improvement is of course very welcome, the experience of the commercial street scheme with its many empty shops seems to indicate that it does not add substantially to commercial growth. Among other reasons for this, one must look at the decline of the 'central place' function of Maesteg.

Bring back the old covered in stalls

The modern look of the proposed changes is hideous! This is a Victorian town – lets have something that blends in. No doubt our views will not be listened to. The people of the town did not want modern seating and hideous lighting – but that's what they got!

Anything is welcome that would make out town more vibrant and appealing, especially to visitors

Encourage more people to visit the town through proactive marketing

At last, someone with some insight

Bollards at the bus station side of Town Hall

to stop parking on pavement, with wheelchair access needed

Parking in town needs to be looked at. Trees need urgent improvement

Extra lighting we need to feel safe. Upgrade toilets in bus station. Improvements to road surfaces needed

This is a long overdue regeneration programme. Try avoiding old mistakes of past. Also more taxi ranks required

Try avoiding old mistakes

I can't believe Bridgend CB Council will go ahead with this, it's far too good. The additional entrance from the bus station is good

Get rid of all the bushes and trees down the riverside to discourage rats

Permanent structures at the market have proved costly and a deterrent. Bring back temporary stalls, welcome trade back to the town and encourage diversity

Post office access

Would like to see hydrowheel in river

Move Maesteg down to MacArthur Glen. Call Maesteg – MacArthur Glen North

Make use of river walkway. Cover market, and a new enclosed bus waiting area

The problem with the town is the lack of shopping facilities in Commercial Street. The facades of most of the buildings need renovating

Incorporate library in market. Enclosed bus waiting area is a must

Definitely need a new waiting area which is warm and safe from the elements. Covered market area too.

New seated protected bus waiting area for definite. Market covered and a new library needed

I think that improvements are desperately needed but unless new businesses are already willing to move into available units it will be a waste of time and money. We need to fill units here already first

Conflict with taxis is bullet pointed – there seems to be no evidence to show that this is being addressed. At present it adds considerably to congestion in the area and is not used properly. The pavements are damaged, full of litter and it is an eyesore.

Please ensure quality of materials like pavings and not too modern in appearance

Let's get Maesteg back on the map and improve the town for the future of our kids

The whole area needs a new facelift. It's so run down and dull

Bus station in its present state combined with taxi rank is endangering the public

What is to be done to reduce traffic volume through the town

Please ask general public to stop the litter problem as Maesteg is filthy around Llynfi surgery and Tesco is disgusting

Taxi rank at the front of the Town Hall – no way. New entrance is not needed

Do not agree with new taxi rank. Do not agree with entrance to Town Hall. Leave shelter alone

The bad smell in the bus stop and along the riverside needs to be removed

Please ask the public what they think and give feedback please

Any scheme should take into account the young people – design them in. Not complain when they kick balls around. They are more important than all this. Only a better retail offer would make me visit more, everything else is inconsequential

An enclosed safe warm sealed waiting area at the bus station is an absolute requirement. Also in view of various plans for the library – it should be centralised in or around the market

It is about time something gets done with this market – it's a shambles

The generic appearance of the market/bus station is long overdue for a facelift. Let's hope the disaster that has now become of the town doesn't happen to the rest of it!!

Needs safe environment for all, and improve toilets

Commercial Street is a disaster! Let's hope you have learned that before you go wasting anymore of our money

Provided young jobs on cycles are prevented from abusing it

Need for visual improvement, pleasant access, covering for rain around outdoor shops, improved protection from cold for around shops. Riverside walkway full of litter

We need a big open air market as it was before too many buildings which have not worked for Maesteg

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It is about time changes were made, well done!

A class store would be ideal, no more cheap shops

Outside market should be improved to be able to attract visiting stall holders, back to as it was before the destruction of the old market

Who is to pay for this, who changed it in the first place

Good display, pity the floor of the unit wasn't cleaned first. Think of what visitors to the market think of standing in layers of dust

Re-opening door from bus station – will have a wind tunnel effect, smoke from bus station

Advertise a market in Maesteg and knock down the eyesore outside and encourage a weekly market on a Friday like it used to be

You need to encourage an outdoor market on a weekly basis, like the old days

Knockdown the outdoor eyesore and get the outdoor market back every week. Go back to Maesteg's roots

Maesteg is 20 years behind others towns and needs its own council returned

I think the fact that the outdoor market is being kept separate from the indoor market is disappointing. We have in the market most stalls that are inside other markets, but because they are separate areas here people don't tend to stroll around. I think keeping both areas separate is yet another missed opportunity. Please rethink; our market should be the heart of the town

Be careful with the proposed taxi ranks outside the Town Hall – this is where Maesteg's xmas

tree goes every year. Bring bollards right up to edges of taxi rank, this will stop them. Solar panels for bus station shelter, and hydro power from Llynfi River.

Chip shop needs a loading bay outside the shop – there is nowhere to turn at the moment down the side lane

About time

The proposals look OK – would the benefit justify the cost and disruption?

Requires new bus waiting area all enclosed, not leaking and warm

Looks good but a new waiting area room is required for bus users totally enclosed from elements

Bus station waiting area a must. Enclosed, warm, dry

Are taxis a law unto their selves, main door to the market new slabs broken, taxis parking on the pavement. Police or you don't do anything about it. Make the taxi firms pay for the damage

Bus area requires waiting room inside

Nothing here for market stalls for visiting stall users, like there used to be before last alterations

The outdoor market really needs revitalising it used to be excellent

I would like to see a busy market place like we had years ago. The riverside needs to be developed- perhaps the French market could come or hold car boot sales to attract interest to Maesteg

I love the idea of a bustling market to visit. The river could be a huge asset to the town if possibly re-landscaped with lovely walks etc as in other towns

Information board

Why is money not being used to refurbish the internals of the Town Hall which is the centre piece of the Town? If used to its full potential the facility would employ more local people and attract more visitor, common sense!!

Will be a huge improvement

The outdoor market used to be excellent but since being put undercover its not very inviting

Cheaper business rates for small business start ups and more promotion of local produce

Needs strong attention