

MASTERPLAN PROPOSALS

The Strategic Framework Plan and Masterplan for the town centre has been developed into detail design proposals, following a public exhibition in March 2006 to seek views from key stakeholders and the public. Analysis of feedback from the public exhibition is available to view at South Derbyshire District Council's website - <http://www.south-derbys.gov.uk/Environment/Planning/Masterplan.htm>

The Swadlincote Town Centre Masterplan is a comprehensive design proposal document to guide phased implementation of improvements to the public realm over the next 10 to 15 years.

The proposals include for:

- Re-planning The Delph to create a new civic space and sense of identity to the heart of the town centre.
- Repaving town centre streets to create a more traditional street appearance.
- Removing street clutter that has accumulated over the years in attempts to segregate vehicle traffic and pedestrians.
- Retaining the same level of disabled street parking within the town centre.
- Improvements to town centre lighting and signage.
- New seating and litter bins.

- Improvements to the numerous Jitties that link car parks with the main town centre streets.
- Improvements to car parks.
- Improvements to entrances and gateways to the town centre including Civic Way
- Improved access from the recently refurbished Bus Station to the town centre.
- Redesign of the 'pocket park' on Market Street.
- New semi-mature tree planting and replacement of existing trees with species better suited to the town centre.

KEY DESIGN DECISIONS:

1. Retaining the present traffic use arrangement

Following a review of traffic direction routing within the town centre, including consultation with key stakeholders and highway engineers, traffic direction routing is unchanged to avoid disruption to servicing existing town centre shops. Consideration was given to opening High Street to traffic to provide a more traditional town centre high street and allowing greater access for service vehicles. However from public consultation there was a strong view to retain the partial pedestrianisation of High Street with time limited access for service vehicles.

2. Re-introduction of kerbs and channels

Traditional kerbs and channels have been re-introduced to town centre streets to provide clear guidance to pedestrians and vehicle drivers, and also to provide a more traditional setting to the high street shops. Traditional 125mm pink granite upstand kerbs and 300mm wide dark grey granite drainage channels are proposed for West Street, Market Street, Midland Road and Belmont Road and also the road sections within The Delph. To maintain a traditional appearance and provide clear guidance, tarmac is proposed for the carriageway with light grey contrasting granite paving used for flush and dropped kerb pedestrian crossing points. The use of traditional upstand kerbs will avoid the use of bollards to control traffic movement, with the exception of High Street, where electro-hydraulic bollards will be used to control access to High Street. Kerbs and channels are also proposed for High Street, although here they are used as a visual guidance with a virtually flush kerb height of 15mm to allow level access throughout the full length of High Street.

3. Removal of 'street-clutter'

The re-introduction of traditional kerbs and channels enables the removal of extensive 'street-clutter' from town centre streets that has

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grown in quantity over the years in previous efforts to control conflict between pedestrians and vehicles. Street-clutter has become a major visual intrusion within the town and the source of obstruction for wheelchair and pushchair users and also the visually impaired. To further reduce 'street-clutter', signage will be accommodated on building faces where possible, and seats and litter bins will be relocated to avoid obstructions being caused to pedestrians and vehicles.

4. Repaving town centre streets

The wall-to-wall concrete block paving laid throughout the town centre will be removed. The footways of West Street, Market Street, Midland Road, and Belmont Street, and the full width of High Street will be repaved in blue clay paving to provide a timeless high quality durable surface that is sympathetic with the building character of the town centre. Either Ketley Staffordshire Blue clay pavers, or Baggeridge Staffordshire Blue clay pavers will be used for all footways, laid on a rigid concrete sub-base to avoid differential block settlement in future years. Both manufacturers have confirmed that their products satisfy the Highway Authority's design criteria for slip/skid resistance in accordance with BS 1344:2002.

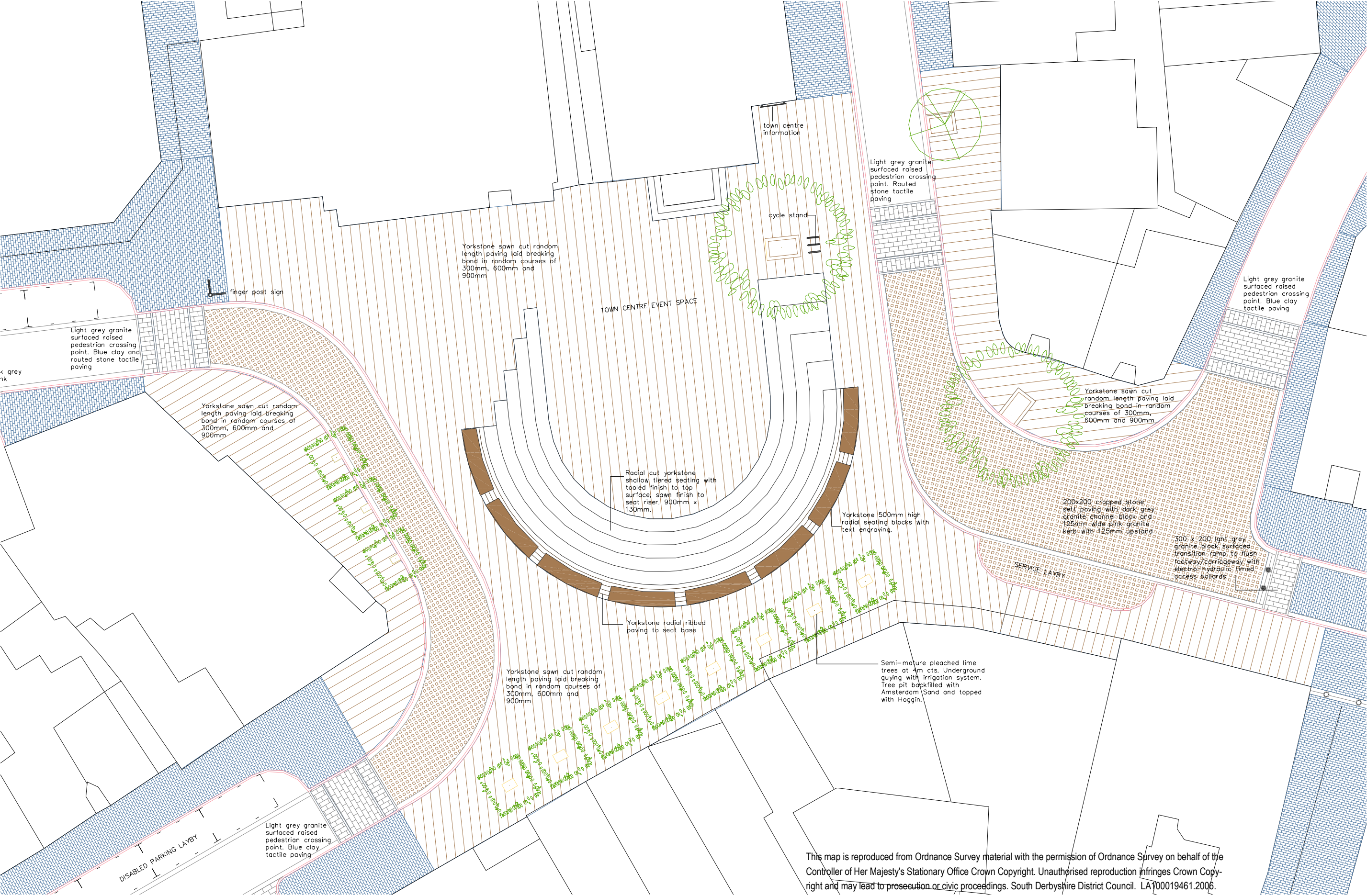
Jitties throughout the town centre are also proposed to be repaved in blue clay paving to improve their appearance and also to provide a visual link between the town centre and the edge of town centre car parks. It is proposed to provide name plaques for each Jitty, to give each its own identity and to help town centre legibility for new visitors to the town. Name plaques will either be wall mounted or routed into a stone entrance threshold. New lighting to Jitties will also improve their appearance and provide a well lit access route.

5. The Delph

The Delph is at the heart of the town centre with the potential to become a new high quality pedestrian space and a central focal/meeting point within the town centre. To achieve a new sense of civic pride and sense of place, it is proposed to re-profile The Delph to create two level tiers with a new central semi-circular amphitheatre of shallow tiered seating flanked on two sides by paved ramps linking the two tiers. Stone block 500mm high, 'easy rise' seating is proposed at the top of the shallow tiered seating as an alternative to shallow seating, and to provide a visual barrier to pedestrians. Stone seat blocks will be capable of receiving routed inscriptions, or images, providing a vehicle for

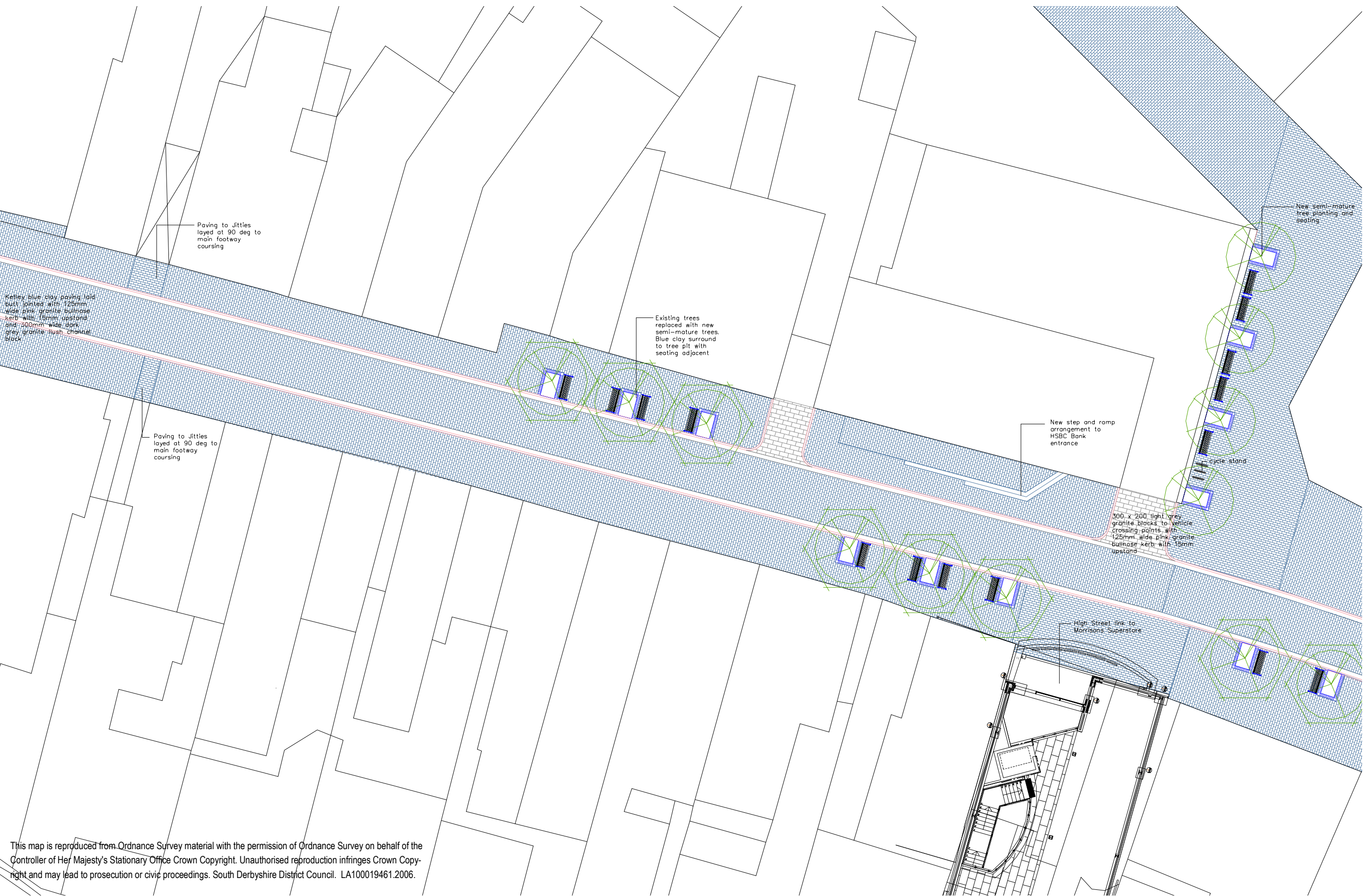
public art contributions. Both level tiers and the shallow tiered steps are designed to be constructed in natural buff coloured yorkstone paving, laid in varying course widths with random length flags laid in a traditional breaking bond pattern. The road links within The Delph, between Market Street and West Street, and Midland Road to Belmont Road and High Street have been designed with a 125mm high pink granite kerb to control indiscriminate parking and provide route guidance without the need to use bollards. Flush pedestrian crossing points are provided at the four corners of The Delph paved in visually and texturally contrasting light grey 300 x 200mm butt jointed granite block paving. Routed stone tactile paving is proposed for the visually impaired at all crossing points. The vehicle transition ramp between the full kerb and flush kerb at the entrance to High Street is also paved in light grey granite paving to provide a visual contrast between adjacent road surfaces. Road surfaces within The Delph change from tarmac to natural yorkstone setts providing a high quality finish and homogenous appearance across the entire space, underlining the central civic focus design theme.

MASTERPLAN PROPOSALS - THE DELPH



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MASTERPLAN PROPOSALS - HIGH STREET



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MASTERPLAN PROPOSALS - WEST STREET



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MASTERPLAN PROPOSALS - MARKET STREET



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MASTERPLAN PROPOSALS - MIDLAND ROAD



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