

Annexe 'B'

Swadlincote Town Centre Masterplan Phase 1: Options Appraisal

| Location | Budget Cost* | Strengths | Weaknesses | Capital Implications | Revenue Implications | Comments |
|--|--------------|---|---|-----------------------------------|--|--|
| SECTION 1 High Street west end | £ 764,000 | Very high regeneration impact Principle pedestrian space, high footfall | Large funding shortfall Risk of not obtaining funding for remainder of High Street Could not be implemented within DDEP time limit (ie substantial completion by end march 2007) Maintenance issues unresolved | Yes. Would need to raise £403,000 | Yes, not yet quantified. Currently maintained by DCC | Not a feasible contender |
| SECTION 2 High Street, east end | £512,000 | High regeneration impact Pedestrian space, medium to high footfall Regeneration in progress at this end of town - Morrisons | Funding shortfall Not stand alone, risk of not obtaining funding for remainder of High Street Could not be implemented within DDEP time limit Maintenance issues unresolved | Yes. Would need to raise £151,000 | Yes, not yet quantified. Currently maintained by DCC | Not a feasible contender |
| SECTION 3A Church Street (granite kerbs and channel, footways and road tarmac) | £105,000 | Can be done within secured funding limit Stand alone | Low regeneration impact if done alone Secondary shopping street, low footfall Does not signal well that regeneration is under way | No | None | Feasible option Could be added to a package of works at the east end to increase impact |

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| SECTION 3B Civic Way east Widen verge, tree planting and boundary walls | £227,000 | Can be done within secured funding limit Medium Regeneration Impact Improvement to town approach Stand alone | Some of the affected land is in private ownership, negotiations with other land owners needed Planning permission needed for wall | No | Yes, minimal and in SDDC control | Feasible option Planning permission could be obtained within the time limits. Works could exclude elements on private land on which negotiations could continue for later implementation |
| SECTION 3C 3 Jitties to Civic Way car parks | £51,000 | At least part can be done within secured funding limit | Some of the affected land is in private ownership, negotiations with other land owners needed | No | Yes, minimal and in SDDC control | Feasible option Could be added to above to increase impact Works could exclude elements on private land |
| SECTION 4 Civic Way west | £467,000 | Medium regeneration impact Would improve approach and gateway to the town | Funding shortfall Area could be affected by redevelopment Could not be implemented within DDEP time limit Maintenance issues unresolved | Yes. Would need to raise £106,000 | Yes, not yet quantified | Not a feasible contender |
| SECTION 5 Bus Station | £649,000 | Medium regeneration impact Would improve approach and gateway to the town | Funding shortfall Area could be affected by redevelopment Could not be implemented within DDEP time limit Maintenance issues unresolved | Yes. Would need to raise £288,000 | Yes, not yet quantified | Not a feasible contender |

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| SECTION 6 Market Street | £341,000 | Can be done within secured funding limit | On its own does not signal that regeneration is under way Low regeneration impact Secondary shopping street, low footfall Maintenance issues unresolved | No | Yes, not yet quantified Currently maintained by DCC | Regeneration impact lower than Civic way/Church Street option. Could only be implemented if maintenance issues resolved quickly |
| SECTION 7 West Street | £431,000 | High regeneration impact Would help promote 'Cultural Quarter' Spin off benefits for Sharpe's, TIC and West Street Partnership project Stand alone | Funding shortfall Delay in obtaining additional funding could jeopardise secured funding Could be difficult to implement within DDEP timescale Maintenance issues unresolved | Yes. Would need to raise £70,000 | Yes, not yet quantified Currently maintained by DCC | Preferred option if additional funding available and maintenance issue resolved Landfill Tax Grant could be applied for but decision would not be known until September 2006 Risk of losing secured funding could be eliminated by SDDC funding |
| SECTION 8 Midland Road | £292,000 | Can be done within secured funding limit Medium regeneration impact Adjacent to potential development sites. If they come forward in the short term regeneration impact would be greater | Adjacent to potential development sites and could be damaged or disturbed Maintenance issues unresolved | No | Yes, not yet quantified Currently maintained by DCC | Regeneration impact marginally lower than Civic way/Church Street option. Could only be implemented if maintenance issues resolved quickly and could be disturbed by redevelopment |

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| SECTION 9 Belmont Street | £300,000 | Can be done within secured funding limit | <p>Low regeneration impact</p> <p>Partial, secondary shopping street</p> <p>Adjacent to potential development site for which planning permission has been granted and could be damaged or disturbed in short term</p> <p>On its own does not signal that regeneration is under way</p> <p>Maintenance issues unresolved</p> | No | <p>Yes, not yet quantified</p> <p>Currently maintained by DCC</p> | Regeneration impact significantly lower than Civic way/Church Street option. Could only be implemented if maintenance issues resolved quickly and could be disturbed by redevelopment |
| SECTION 10 The Delph | £955,000 | <p>Highest regeneration impact</p> <p>Stand alone</p> | <p>Substantial funding shortfall</p> <p>Maintenance issues unresolved</p> <p>Could not be implemented within DDEP time scales</p> | Yes. Would need to raise £595,000 | <p>Yes, not yet quantified</p> <p>Currently largely maintained by DCC</p> | Not a feasible contender |
| SECTION 11 Civic Way car parks | £518,000 | Would strengthen screening effect of trees on Civic Way | Low regeneration impact | Yes. Would need to raise £157,000 | <p>Yes, not yet quantified</p> <p>Currently largely maintained by SDDC</p> | Not a feasible contender |

*Note: The above figures include preliminaries (30%) and contingencies (20%) but exclude fees. They differ from those in the committee report of 01 06 06 as a result of minor amendments and adjustment to include street furniture in the relevant sections. This was previously a separate item.