

# Corsham

## public realm strategy

**Stage 3 designs**

August 2018

**NEW** masterplanning

## About this document

This document includes detailed designs for a number of key projects as identified in the Corsham Public Realm Strategy Stage 2 Report.

Corsham Town Council have selected four initial sites to take forward for detailed design as part of Stage 3. The sites are as follows:

- Hobbs Walk connection to Post Office Lane car park
- High Street connection to Hobbs Walk
- High Street at Post Office Lane junction
- High Street car park connection

For each of the 4 sites this document sets out:

- Photographs to illustrate the existing situation and highlight key issues taken into consideration in the detailed design process
- A location plan highlighting the study area and sites position within the context of the town centre
- A removals plan to demonstrate the existing items to be removed or relocated to facilitate de-cluttering / proposed works
- A developed design plan showing proposed public realm improvements

Additional detailed design sections and supporting plans for each site are included in **Appendix 1: Illustrative Landscape Details**. Reference to the relevant drawing is included within the annotation in the text on each Developed design plan (LD\_00). The appendix is located at the end of the document.

The designs included have been undertaken without services or utilities information which was not available at the time of design.

These drawings are intended to inform the preparation of construction drawings and are not to be used as working plans for contractors.

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Hobbs Walk connection to  
Post Office Lane car park

High Street connection  
to Hobbs Walk

High Street at Post  
Office Lane junction

High Street car park  
connection



# Hobbs Walk connection to Post Office Lane car park

- 1. View from car park to High Street via Hobbs Walk. Space does not feel welcoming for pedestrians.
- 2. Looking from Post Office Lane car park to Hobbs Walk. There is no indication of the route to the High Street.
- 3. Existing planting, of generally poor quality and overgrown covering a historic brick wall.
- 4. View from Hobbs Walk to car park. Cars obstruct and obscure the connection.
- 5. View towards Hobbs Walk from car park. Cars obstruct and obscure the connection.





Hobbs Walk connection to Post Office Lane car park (Detailed Area 01)



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Hobbs Walk connection to Post Office Lane car park - Removals plan

- Potential removal of wall section  
(exact location to be agreed)
- self-seeded tree removed
- Planting removed
- Loss of 1 No. parking bay

- Dog waste bin removed
- Planting removed
- Lamp post removed
- Kerb line removed
- Drainage gully relocated
- Loss of 1 No. parking bay to  
provide improved arrival to  
Hobbs Walk

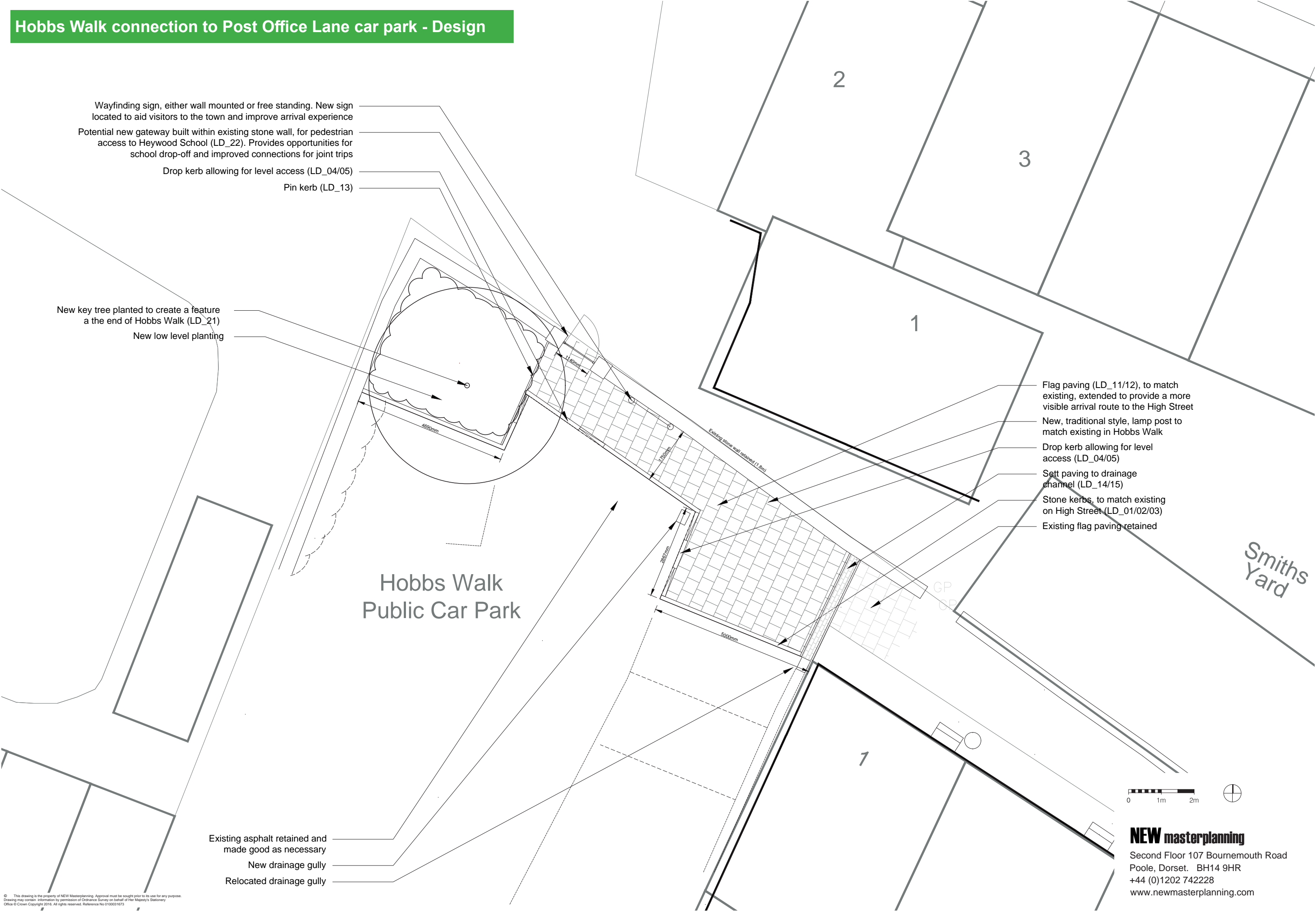
Hobbs Walk  
Public Car Park

Smiths  
Yard



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Hobbs Walk connection to Post Office Lane car park - Design





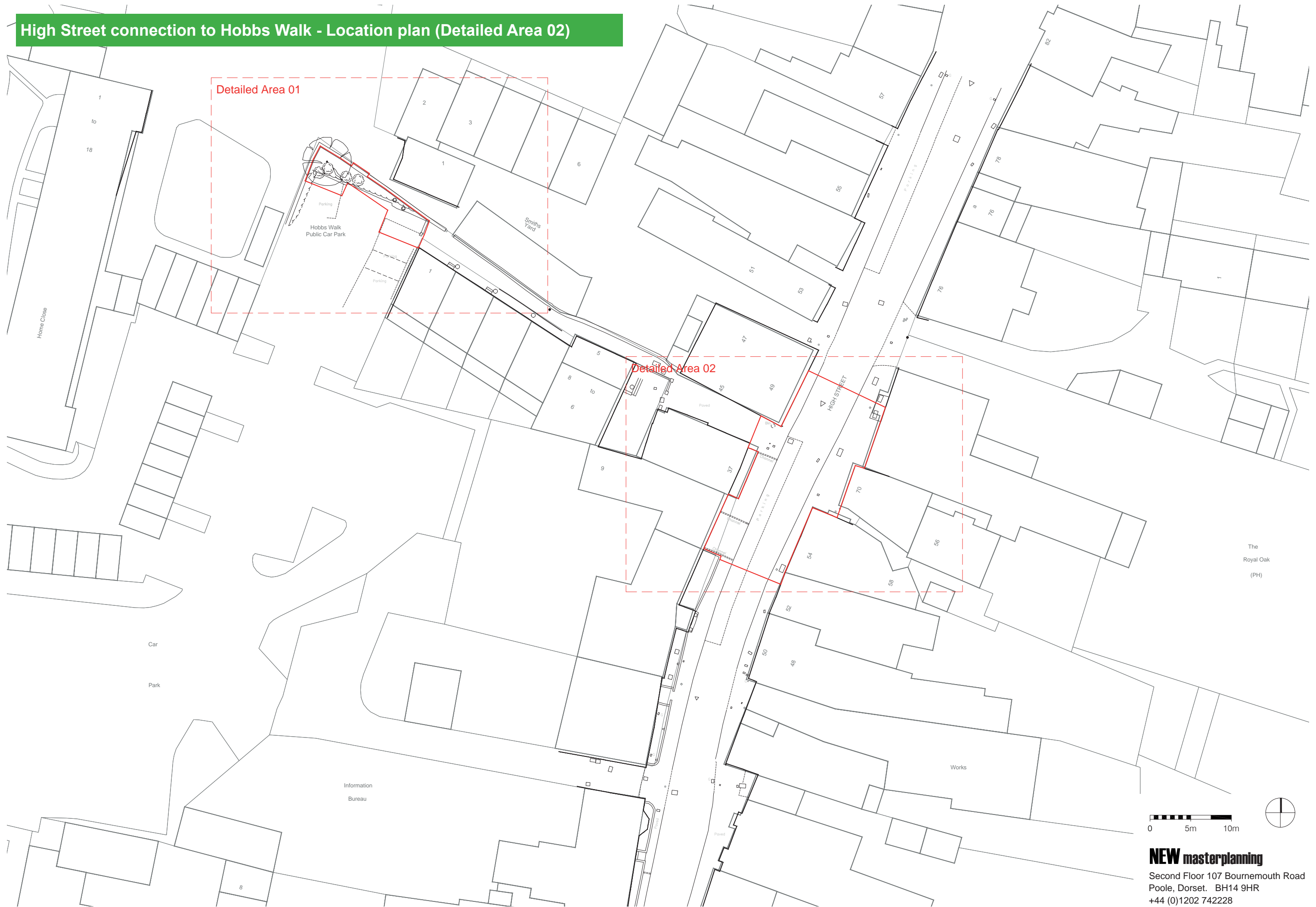
# High Street connection to Hobbs Walk

- 1. View from High Street along Hobbs Walk. Positioning of signage and street furniture elements makes space appeared cluttered.
- 2. Looking north along High Street. There is little indication of the Hobbs Walk connection, except the finger post. Narrow pavements along east side of road provide limited space for pedestrians.
- 3. Looking south along High Street.
- 4. At Hobbs Walk connection to High Street a parking bay obstructs pedestrian connection across the street.
- 5. View from Hobbs Walk to High Street. Cars parked on the High Street detract from the view. Location of finger post draws away from buildings and greenery in background.



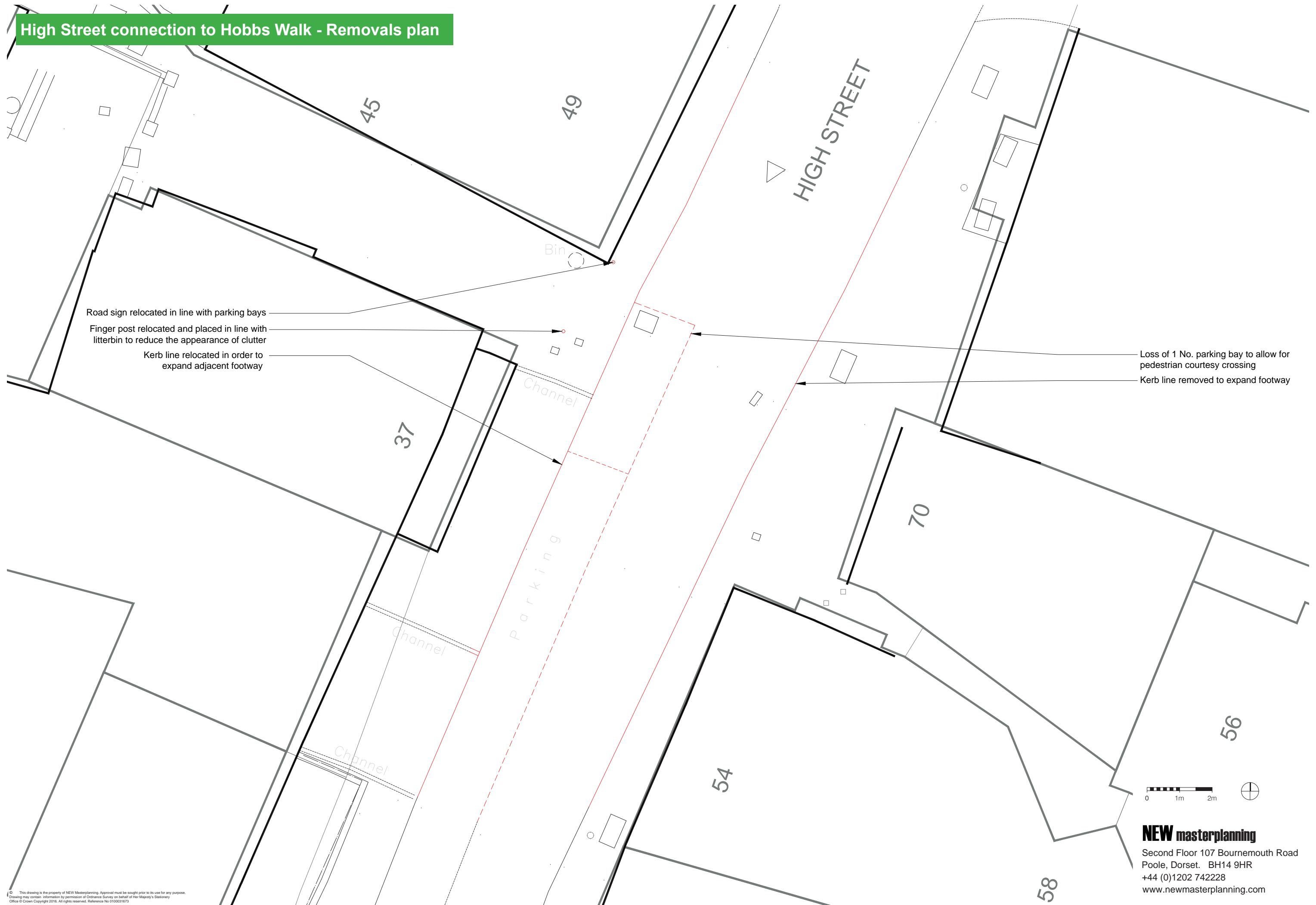


High Street connection to Hobbs Walk - Location plan (Detailed Area 02)





# High Street connection to Hobbs Walk - Removals plan

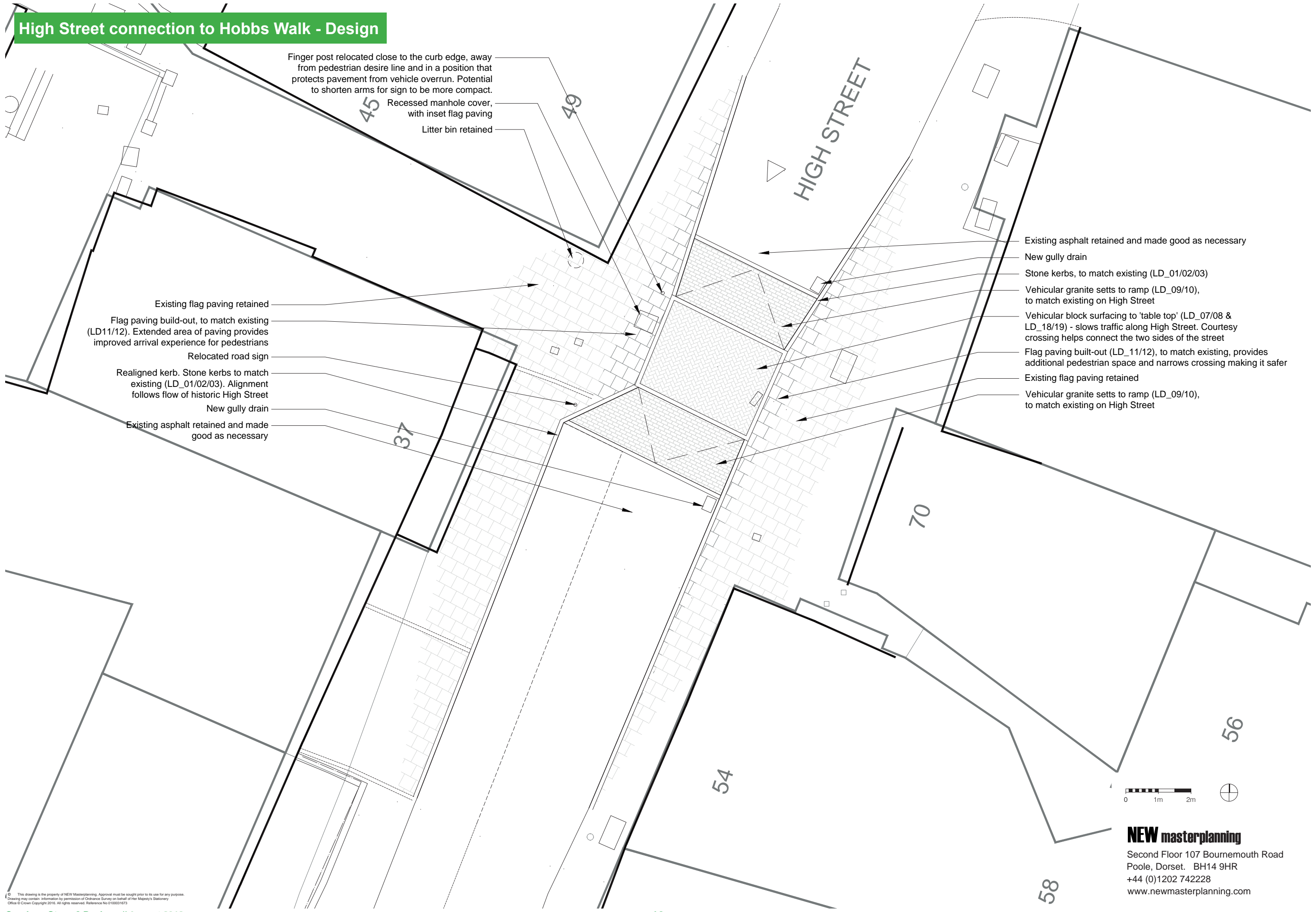


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# High Street connection to Hobbs Walk - Design



Finger post relocated close to the curb edge, away from pedestrian desire line and in a position that protects pavement from vehicle overrun. Potential to shorten arms for sign to be more compact.

Recessed manhole cover, with inset flag paving

Litter bin retained

Existing flag paving retained

Flag paving build-out, to match existing (LD11/12). Extended area of paving provides improved arrival experience for pedestrians

Relocated road sign

Realigned kerb. Stone kerbs to match existing (LD\_01/02/03). Alignment follows flow of historic High Street

New gully drain

Existing asphalt retained and made good as necessary

Existing asphalt retained and made good as necessary

New gully drain

Stone kerbs, to match existing (LD\_01/02/03)

Vehicular granite setts to ramp (LD\_09/10), to match existing on High Street

Vehicular block surfacing to 'table top' (LD\_07/08 & LD\_18/19) - slows traffic along High Street. Courtesy crossing helps connect the two sides of the street

Flag paving built-out (LD\_11/12), to match existing, provides additional pedestrian space and narrows crossing making it safer

Existing flag paving retained

Vehicular granite setts to ramp (LD\_09/10), to match existing on High Street



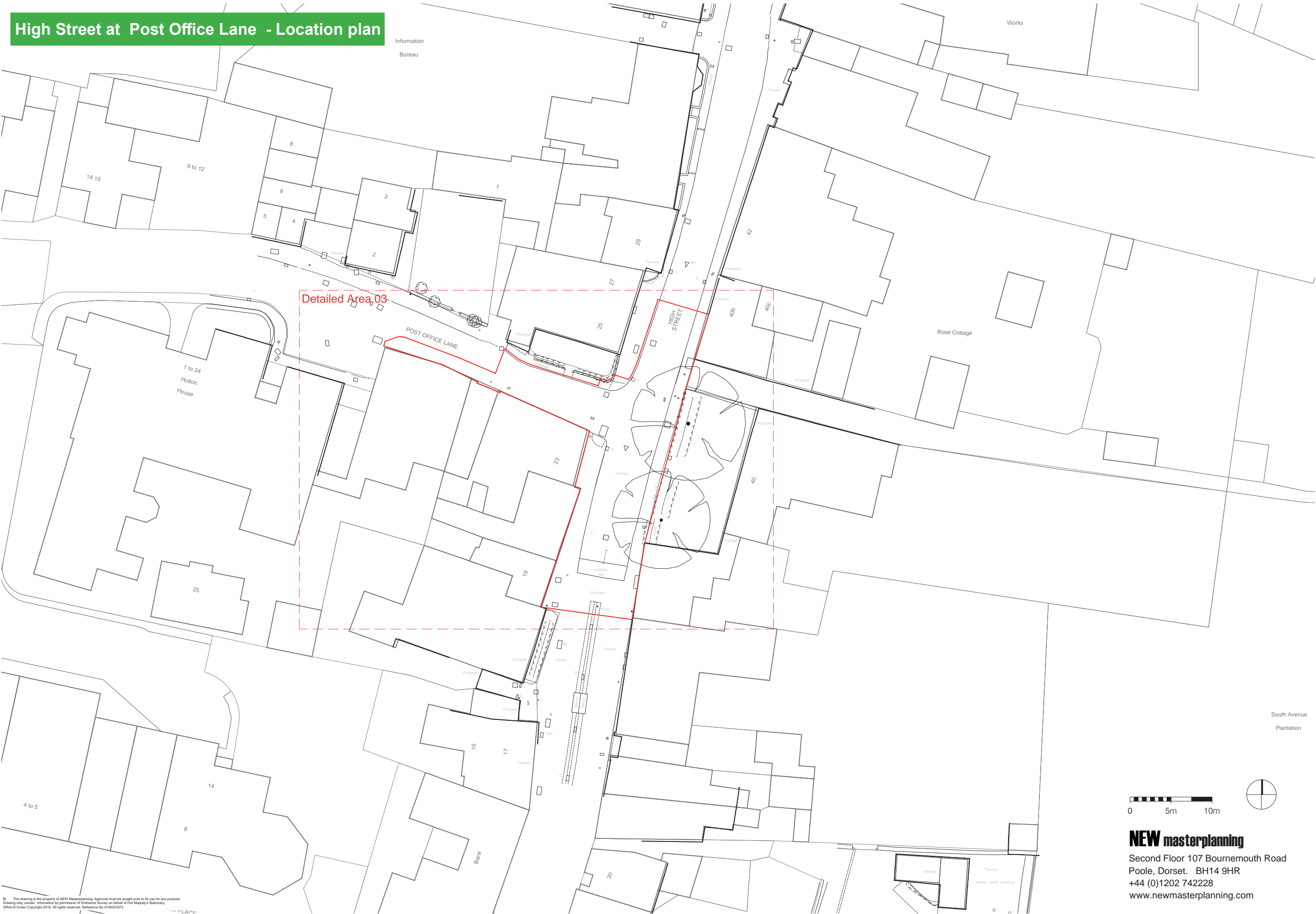
# High Street at Post Office Lane junction

1. View from Post Office Lane to the High Street gives little indication of arrival to key town centre destination.
2. View south along pedestrianised section of the High Street. Clutter makes the space feel untidy.
3. View north on vehicular section of High Street
4. View from High Street to Post Office Lane. Route currently provides limited pedestrian space.
5. View south over High Street and Post Office Lane junction. Space predominately dominated by car parking which deters pedestrians.





High Street at Post Office Lane - Location plan



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0 5m 10m

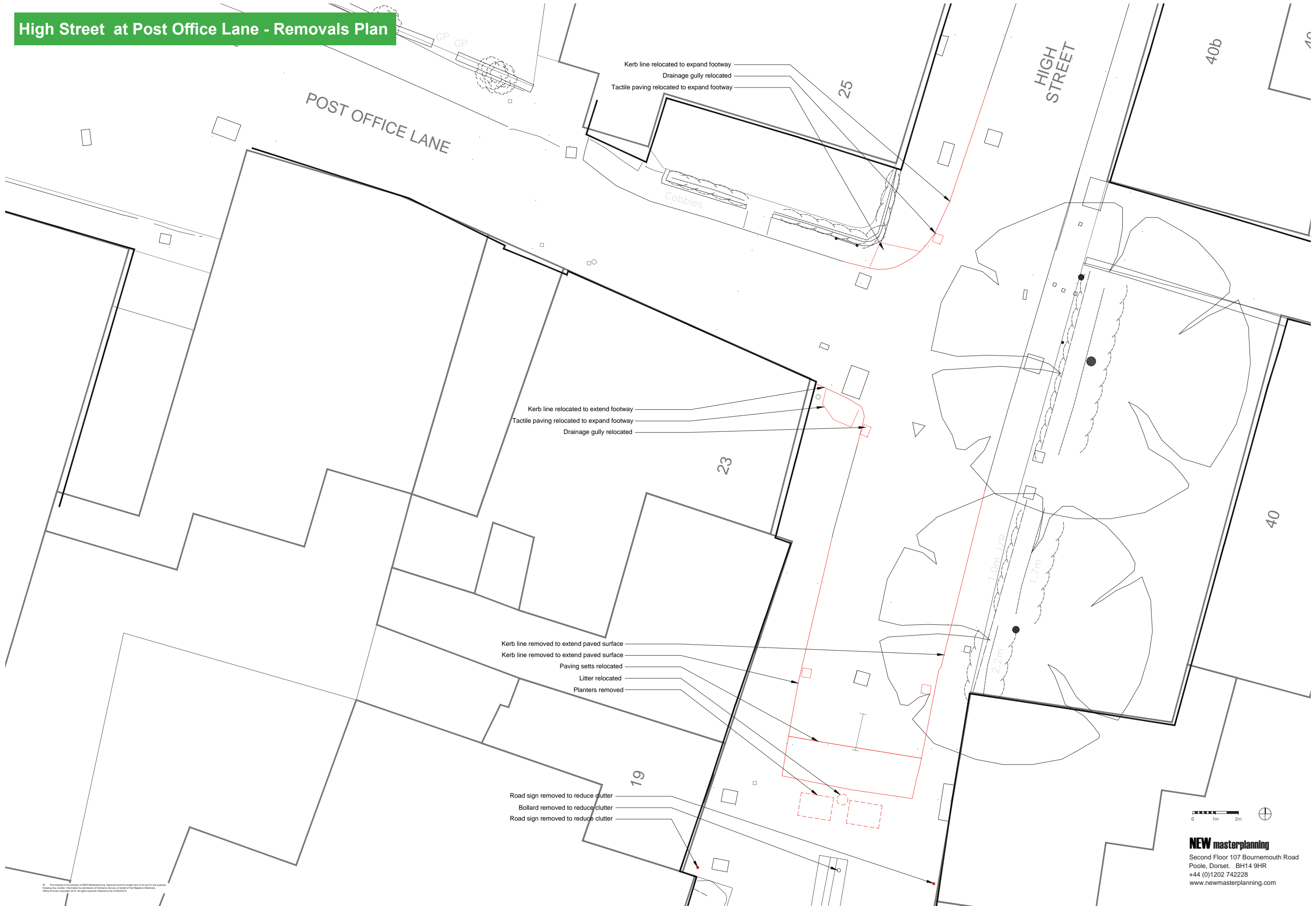


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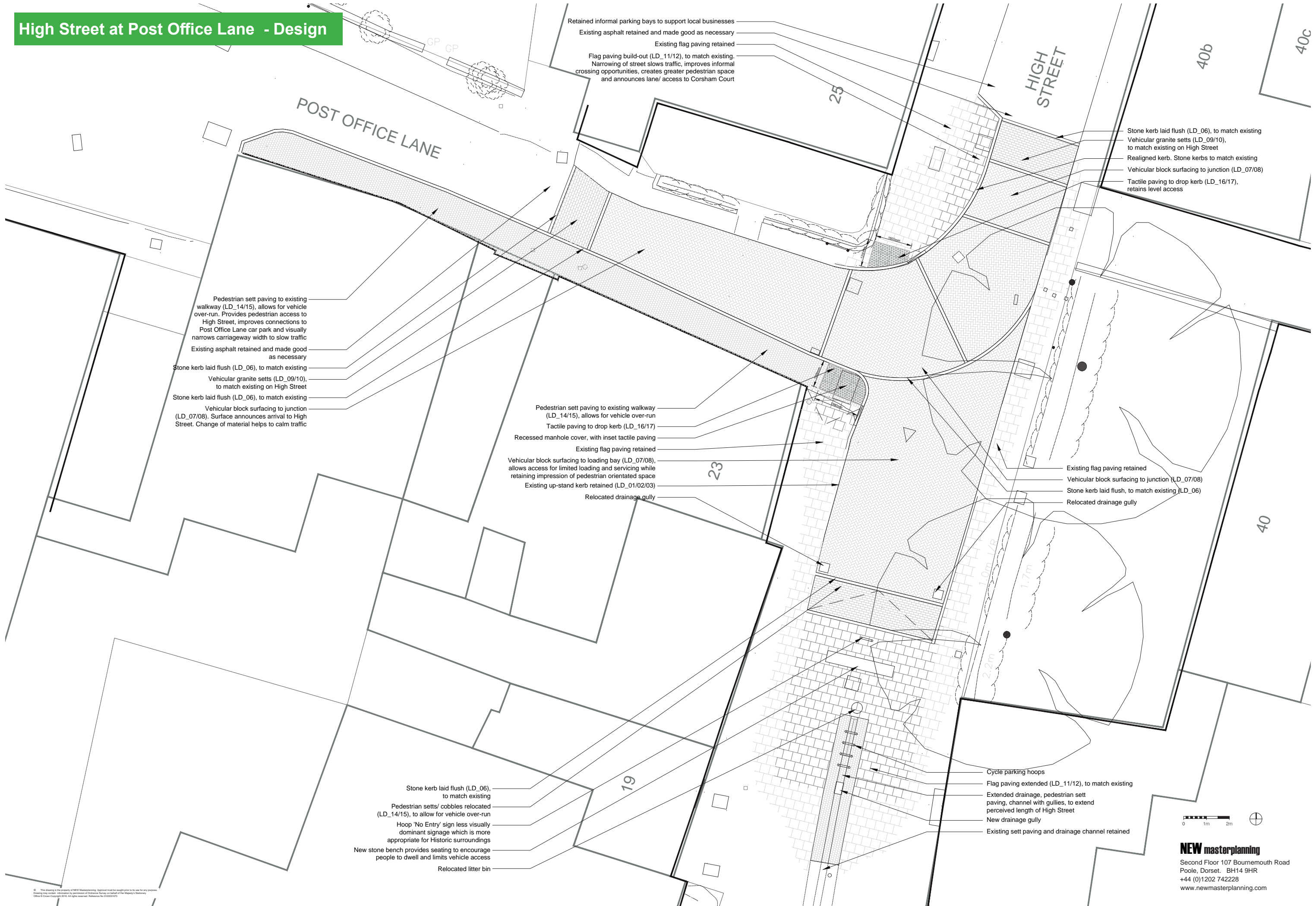
High Street at Post Office Lane - Removals Plan



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High Street at Post Office Lane - Design



Retained informal parking bays to support local businesses  
Existing asphalt retained and made good as necessary  
Existing flag paving retained  
Flag paving build-out (LD\_11/12), to match existing.  
Narrowing of street slows traffic, improves informal crossing opportunities, creates greater pedestrian space and announces lane/ access to Corsham Court

Stone kerb laid flush (LD\_06), to match existing  
Vehicular granite setts (LD\_09/10), to match existing on High Street  
Realigned kerb. Stone kerbs to match existing  
Vehicular block surfacing to junction (LD\_07/08)  
Tactile paving to drop kerb (LD\_16/17), retains level access

Pedestrian sett paving to existing walkway (LD\_14/15), allows for vehicle over-run. Provides pedestrian access to High Street, improves connections to Post Office Lane car park and visually narrows carriageway width to slow traffic  
Existing asphalt retained and made good as necessary  
Stone kerb laid flush (LD\_06), to match existing  
Vehicular granite setts (LD\_09/10), to match existing on High Street  
Stone kerb laid flush (LD\_06), to match existing  
Vehicular block surfacing to junction (LD\_07/08). Surface announces arrival to High Street. Change of material helps to calm traffic

Pedestrian sett paving to existing walkway (LD\_14/15), allows for vehicle over-run  
Tactile paving to drop kerb (LD\_16/17)  
Recessed manhole cover, with inset tactile paving  
Existing flag paving retained  
Vehicular block surfacing to loading bay (LD\_07/08), allows access for limited loading and servicing while retaining impression of pedestrian orientated space  
Existing up-stand kerb retained (LD\_01/02/03)  
Relocated drainage gully

Existing flag paving retained  
Vehicular block surfacing to junction (LD\_07/08)  
Stone kerb laid flush, to match existing (LD\_06)  
Relocated drainage gully

Stone kerb laid flush (LD\_06), to match existing  
Pedestrian setts/ cobbles relocated (LD\_14/15), to allow for vehicle over-run  
Hoop 'No Entry' sign less visually dominant signage which is more appropriate for Historic surroundings  
New stone bench provides seating to encourage people to dwell and limits vehicle access  
Relocated litter bin

Cycle parking hoops  
Flag paving extended (LD\_11/12), to match existing  
Extended drainage, pedestrian sett paving, channel with gullies, to extend perceived length of High Street  
New drainage gully  
Existing sett paving and drainage channel retained



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## Seating on the High Street

A selection of bench seats are shown overleaf to demonstrate to potential range of styles and materials that could be use on Corsham High Street.







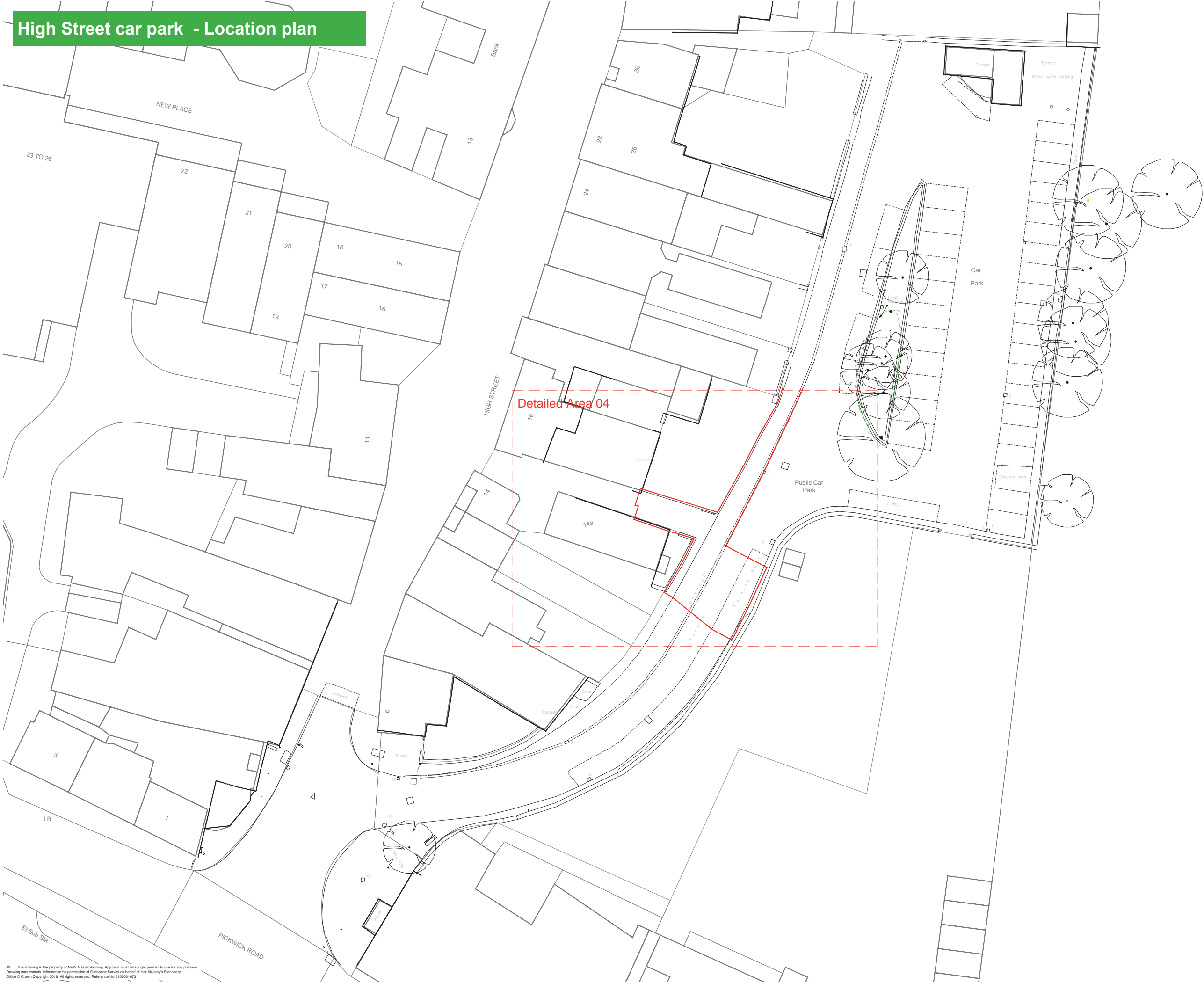
# High Street car park connection

- 1. View car park to High Street connection. Walk way is not clearly marked as a through connection and appears uninviting.
- 2. View from walk way to car park. Transition to car park is untidy and unattractive.
- 3. View from entrance road into High Street car park. There is no indication of the walkway connection from this direction.
- 4. View from car park to exit road. There is little to indicate the walk way connection to the High Street.





High Street car park - Location plan

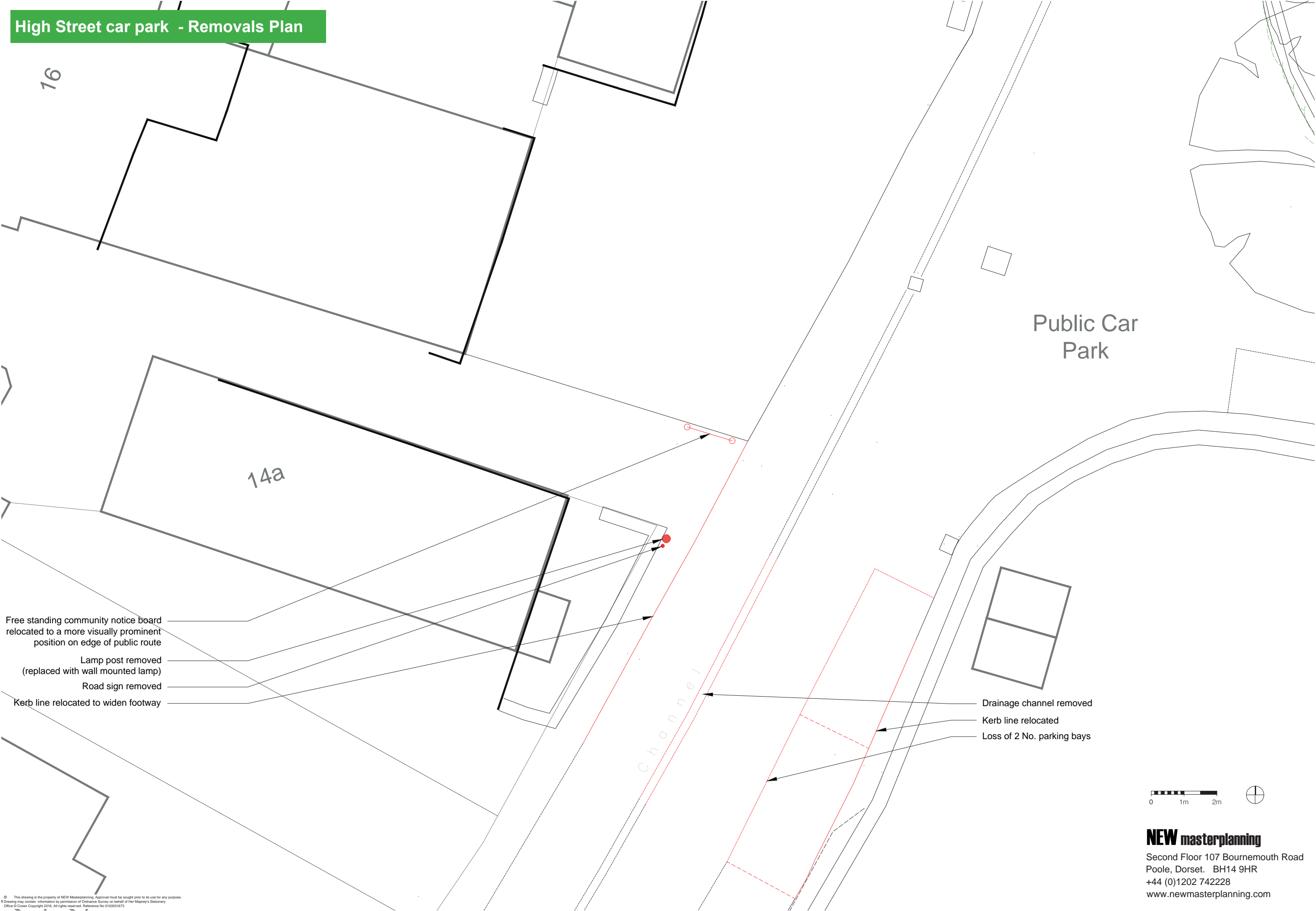


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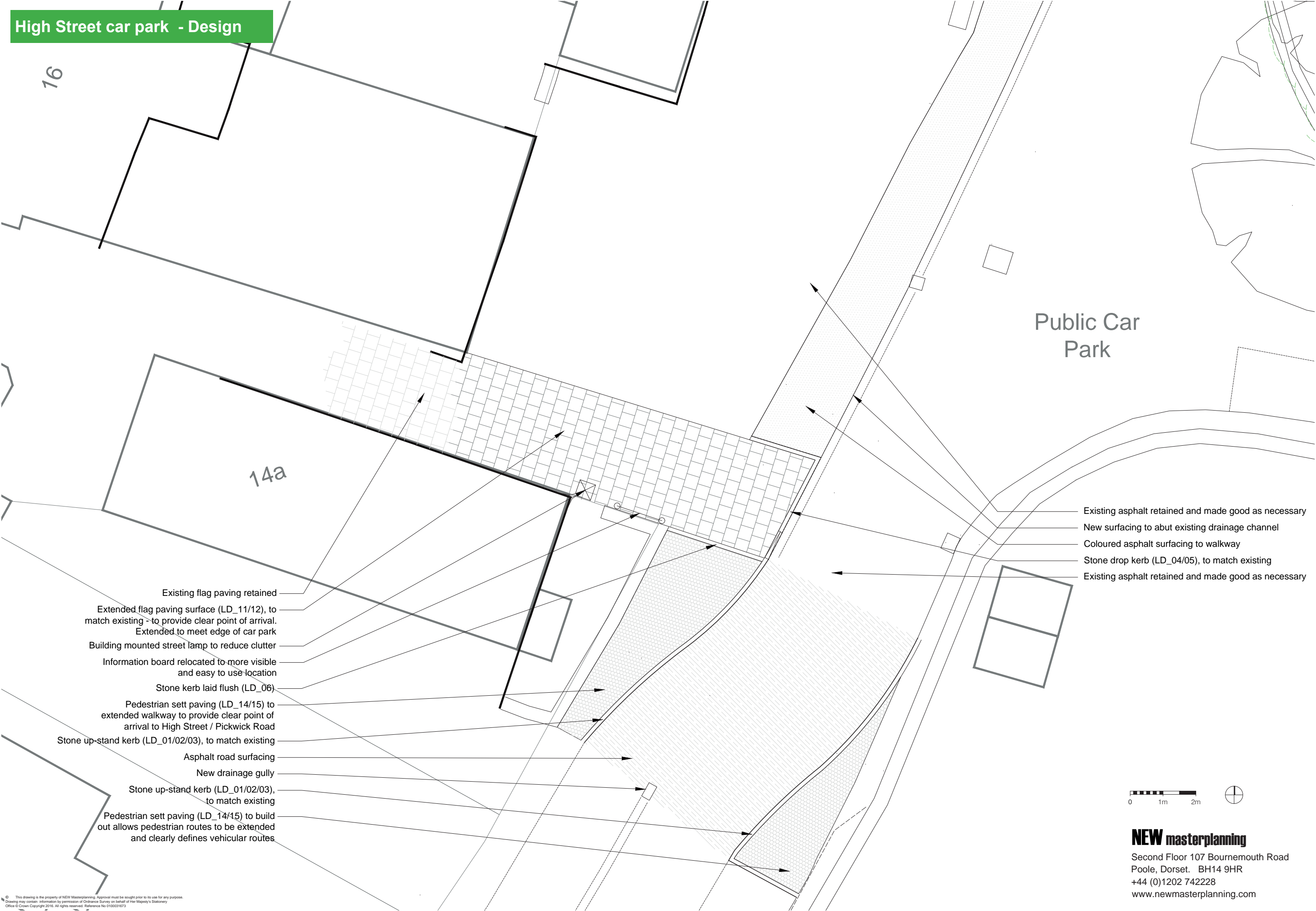


High Street car park - Removals Plan





High Street car park - Design







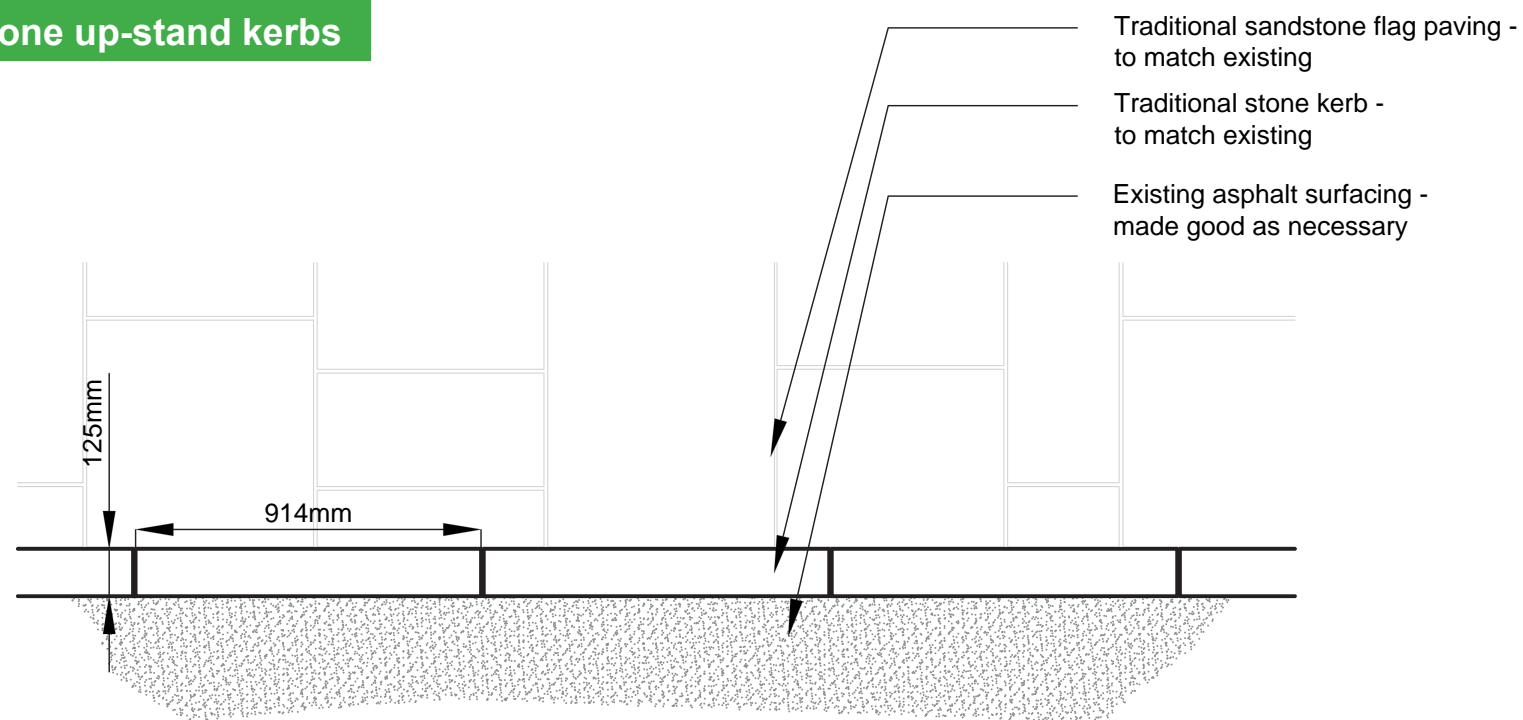


# Appendix 1:

## Illustrative Landscape Details

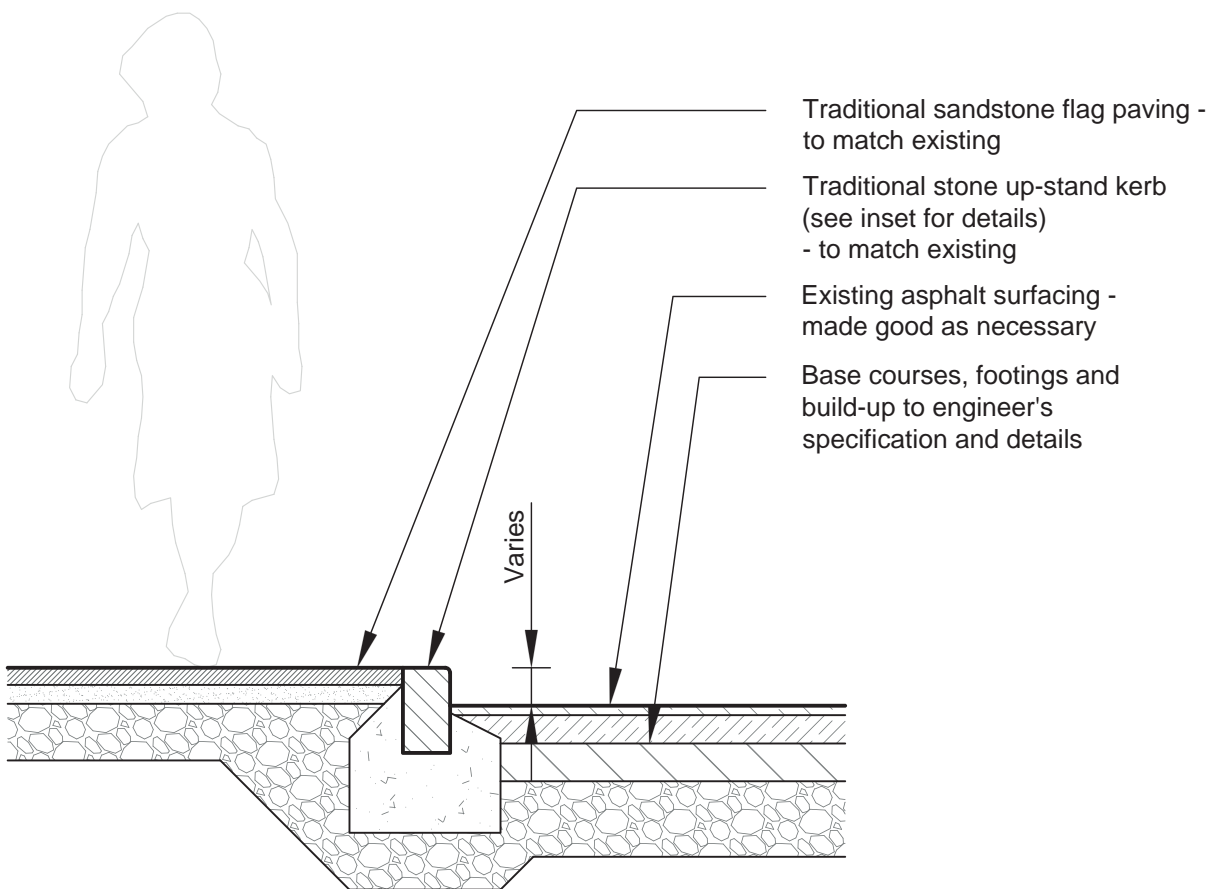


**Illustrative Landscape Details:  
Stone up-stand kerbs**



**LD\_01**

Stone up-stand kerb to footway  
Plan



**LD\_03**

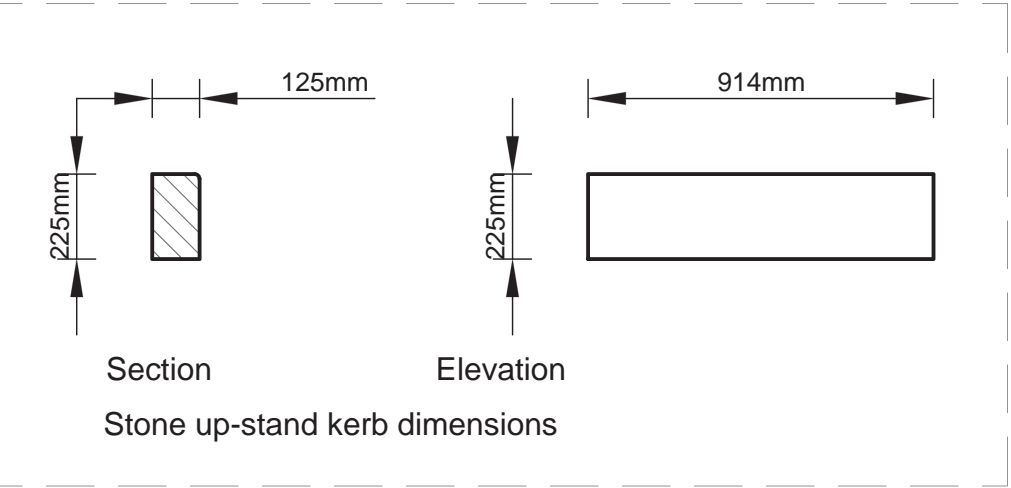
Stone up-stand kerb to footway  
Cross section



**LD\_02**

Stone up-stand kerb to footway  
Elevation

**Inset plan:**



Illustrative Landscape Details:  
Stone up-stand kerbs

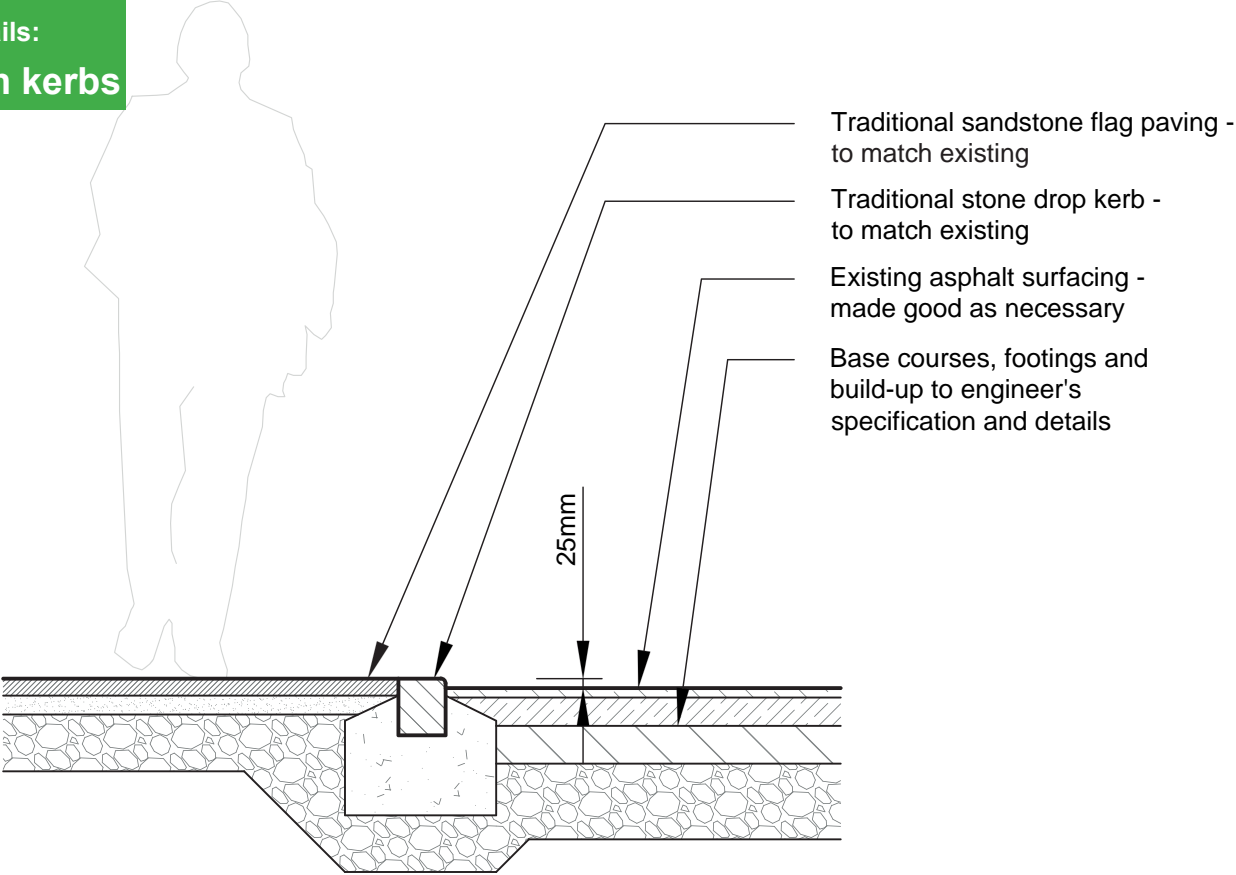
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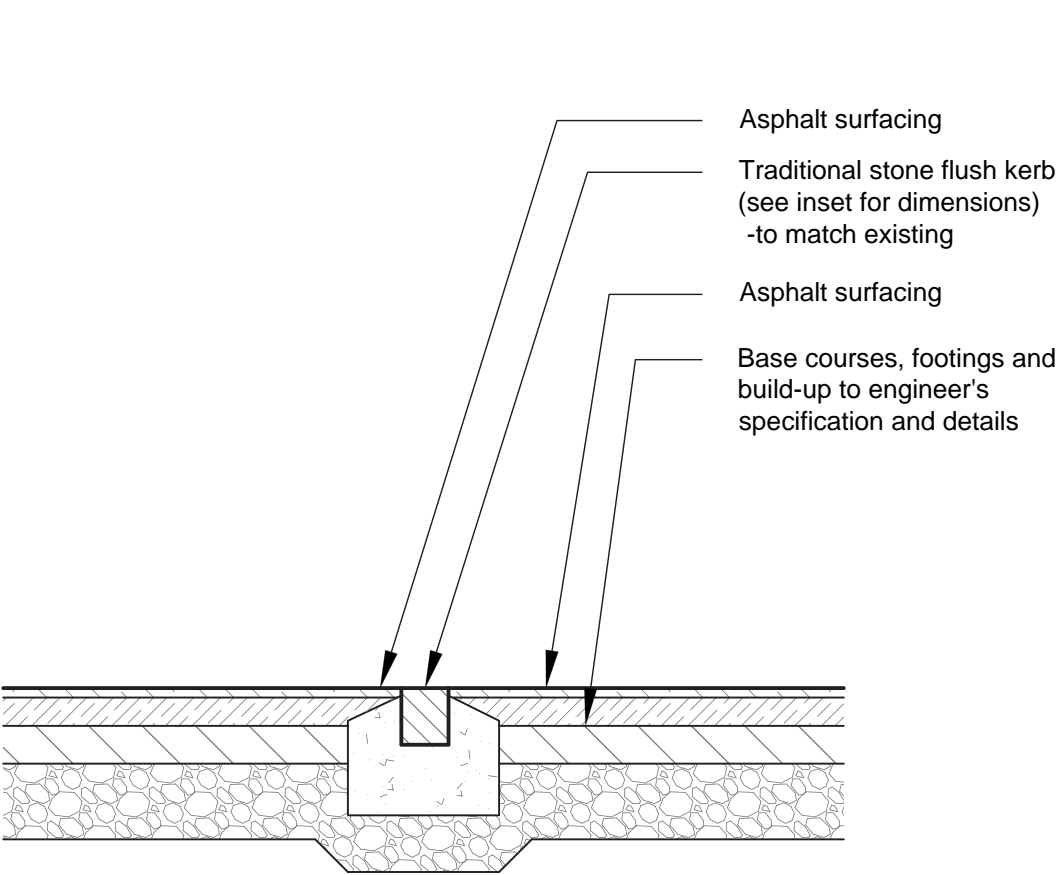
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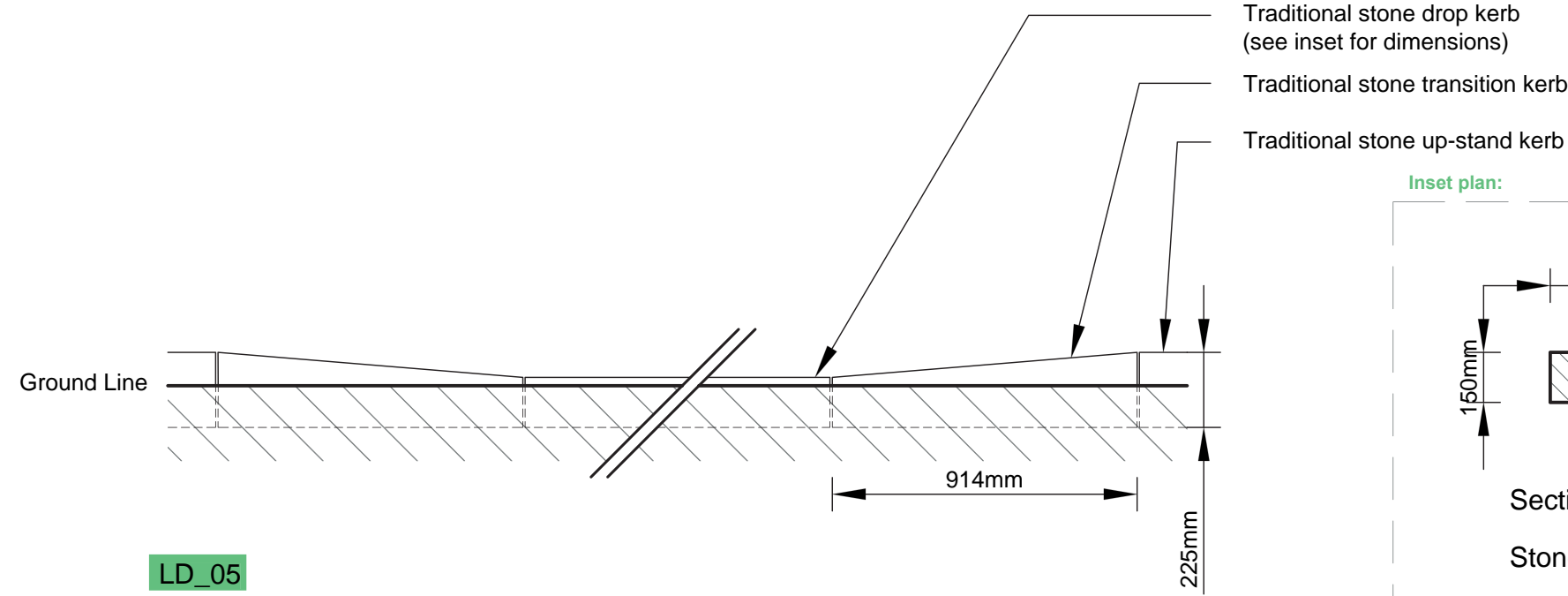
Illustrative Landscape Details:  
**Stone, drop & Flush kerbs**



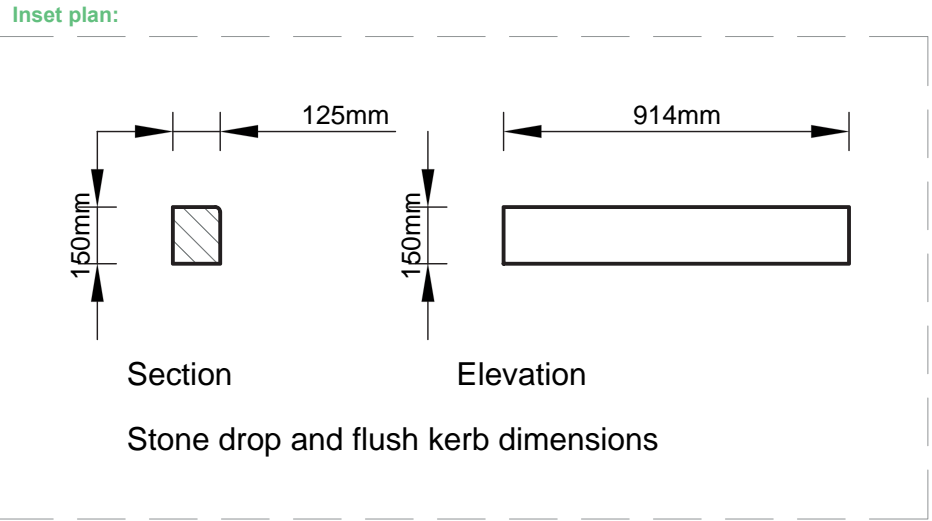
**LD\_04**  
 Stone drop kerb to footway  
 Cross section



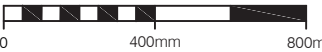
**LD\_06**  
 Stone flush kerb to road  
 Cross section



**LD\_05**  
 Stone drop kerb with transitions  
 Elevation



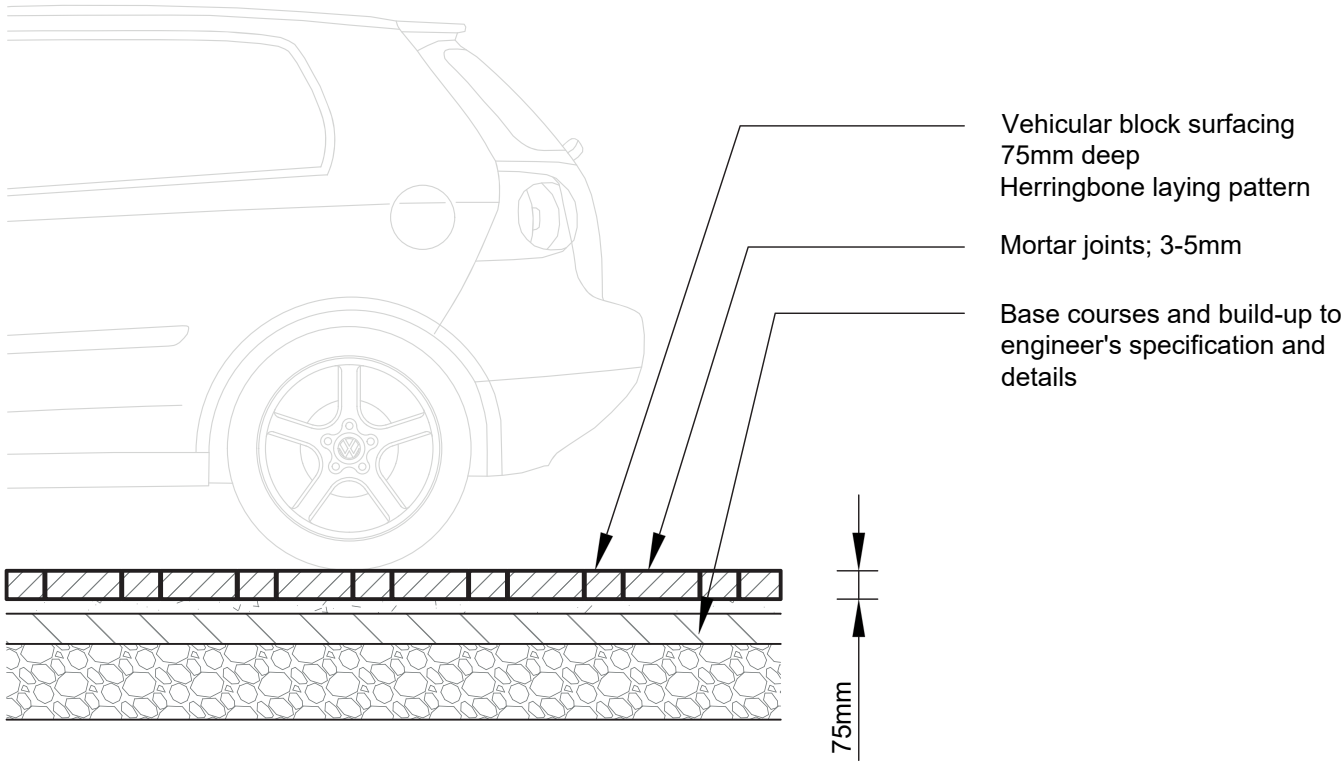
Illustrative Landscape Details:  
 Stone, drop and flush, kerbs  
 NOT FOR CONSTRUCTION



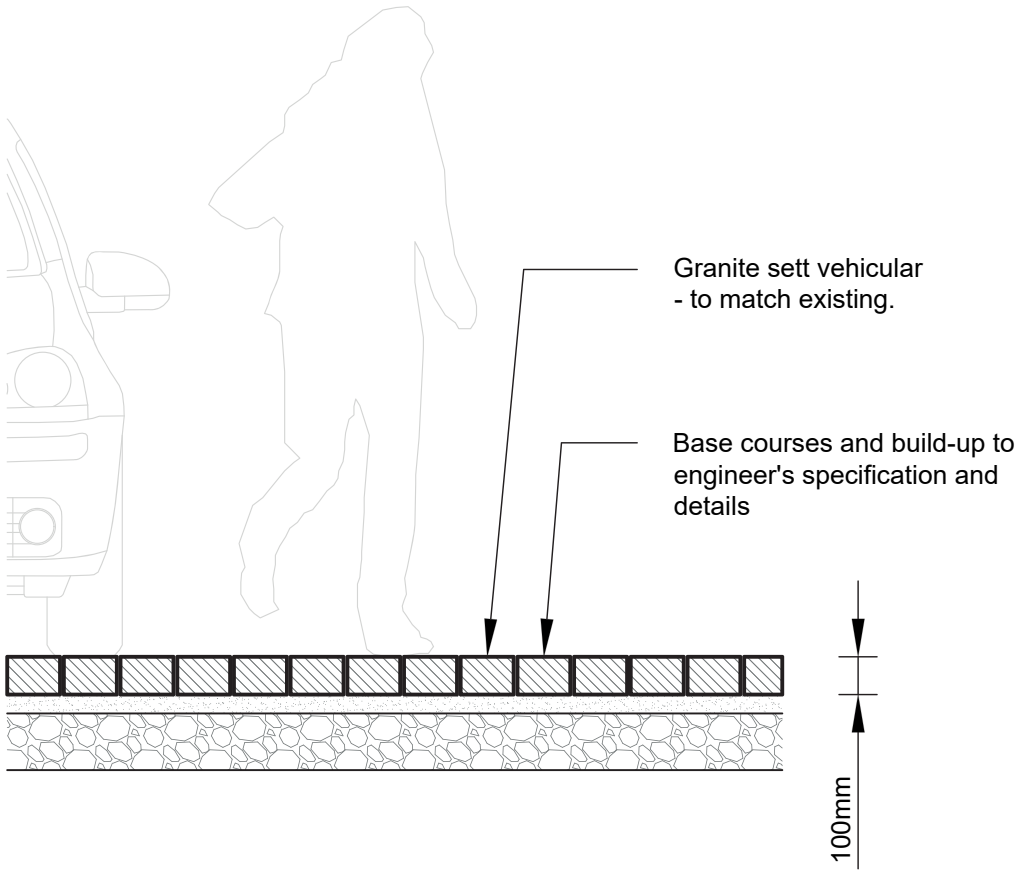
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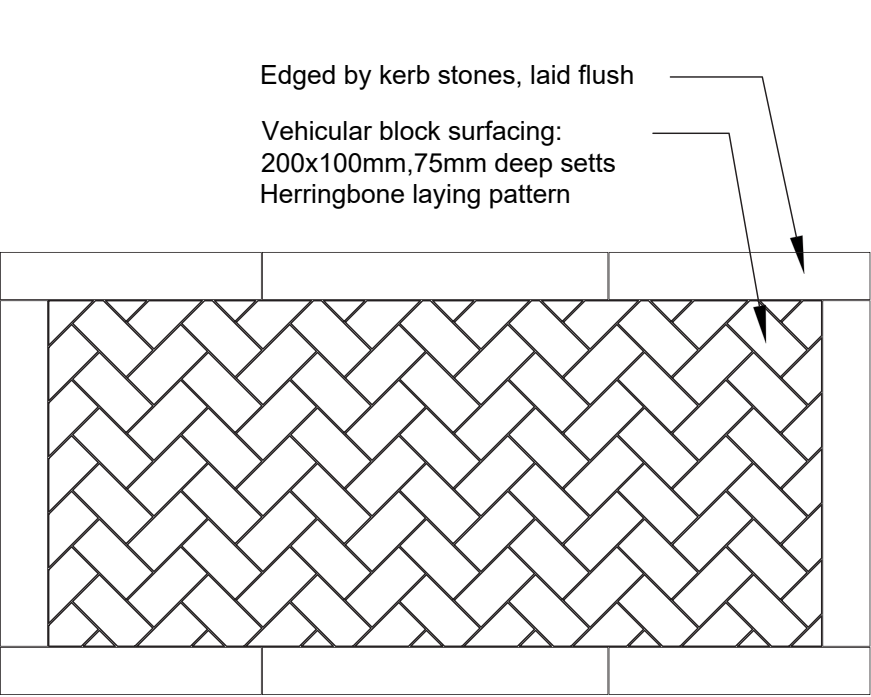
Illustrative Landscape Details:  
**Surfacing to roads**



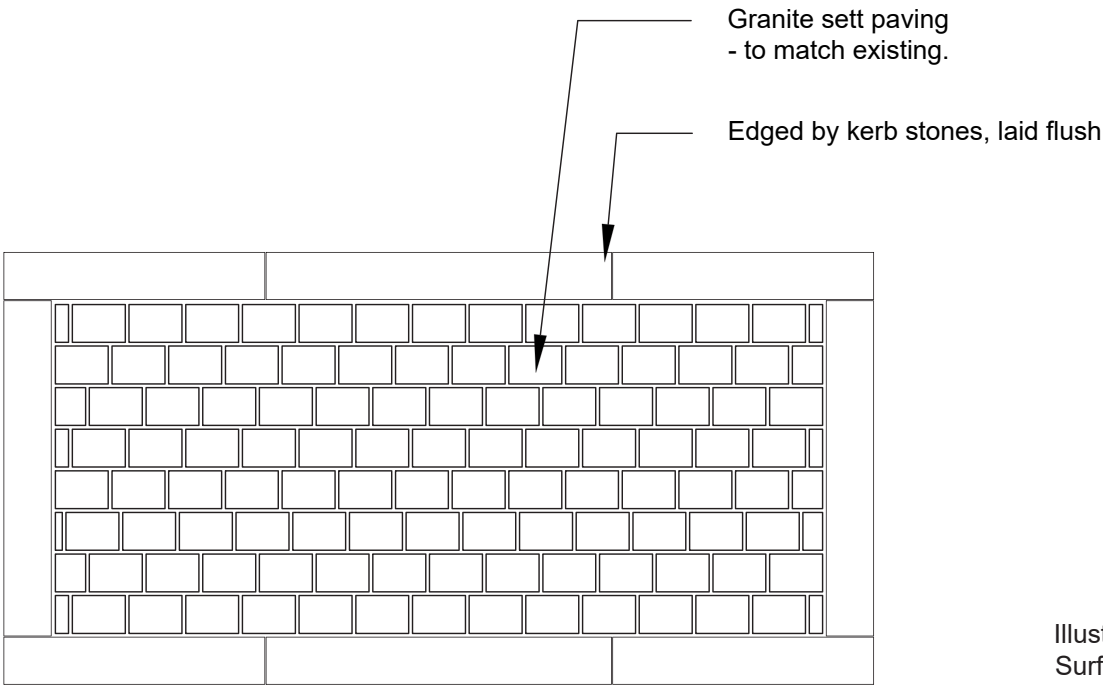
**LD\_07**  
 Vehicular block surfacing to roads  
 Cross section



**LD\_09**  
 Granite sett surfacing to roads  
 Cross section



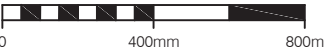
**LD\_08**  
 Vehicular block surfacing to roads  
 Plan



**LD\_10**  
 Granite sett surfacing to roads  
 Plan

Illustrative Landscape Details:  
 Surfacing to roads

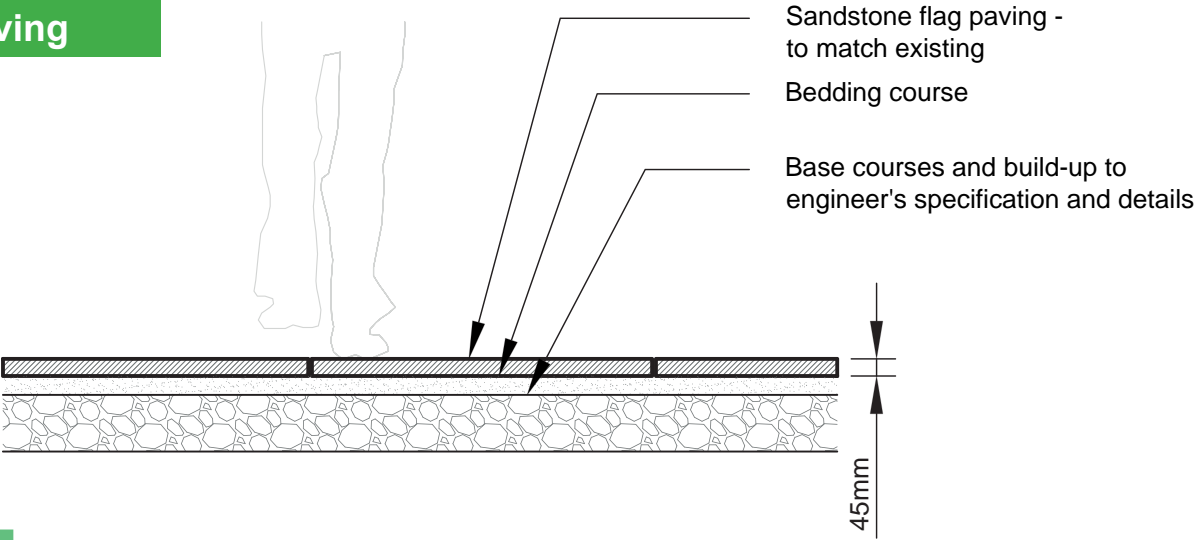
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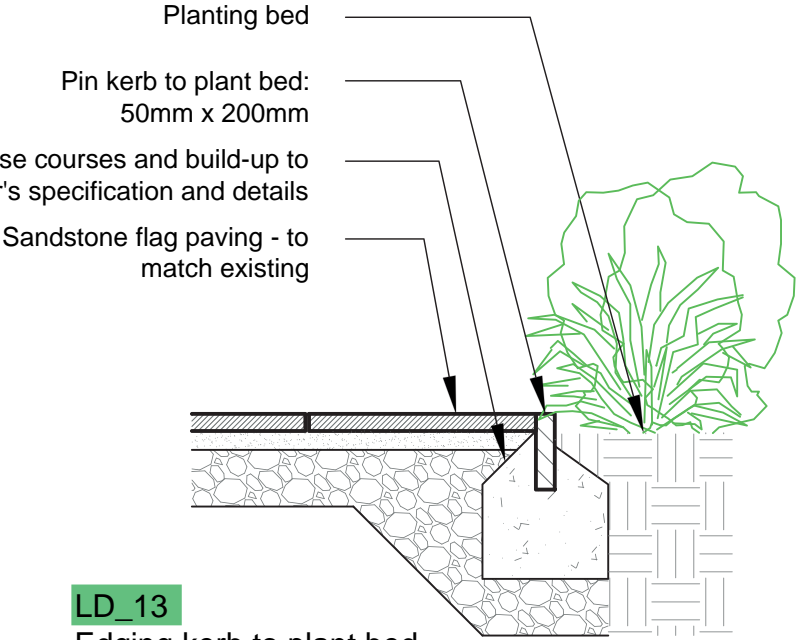


Illustrative Landscape Details:  
**Flag stone paving**



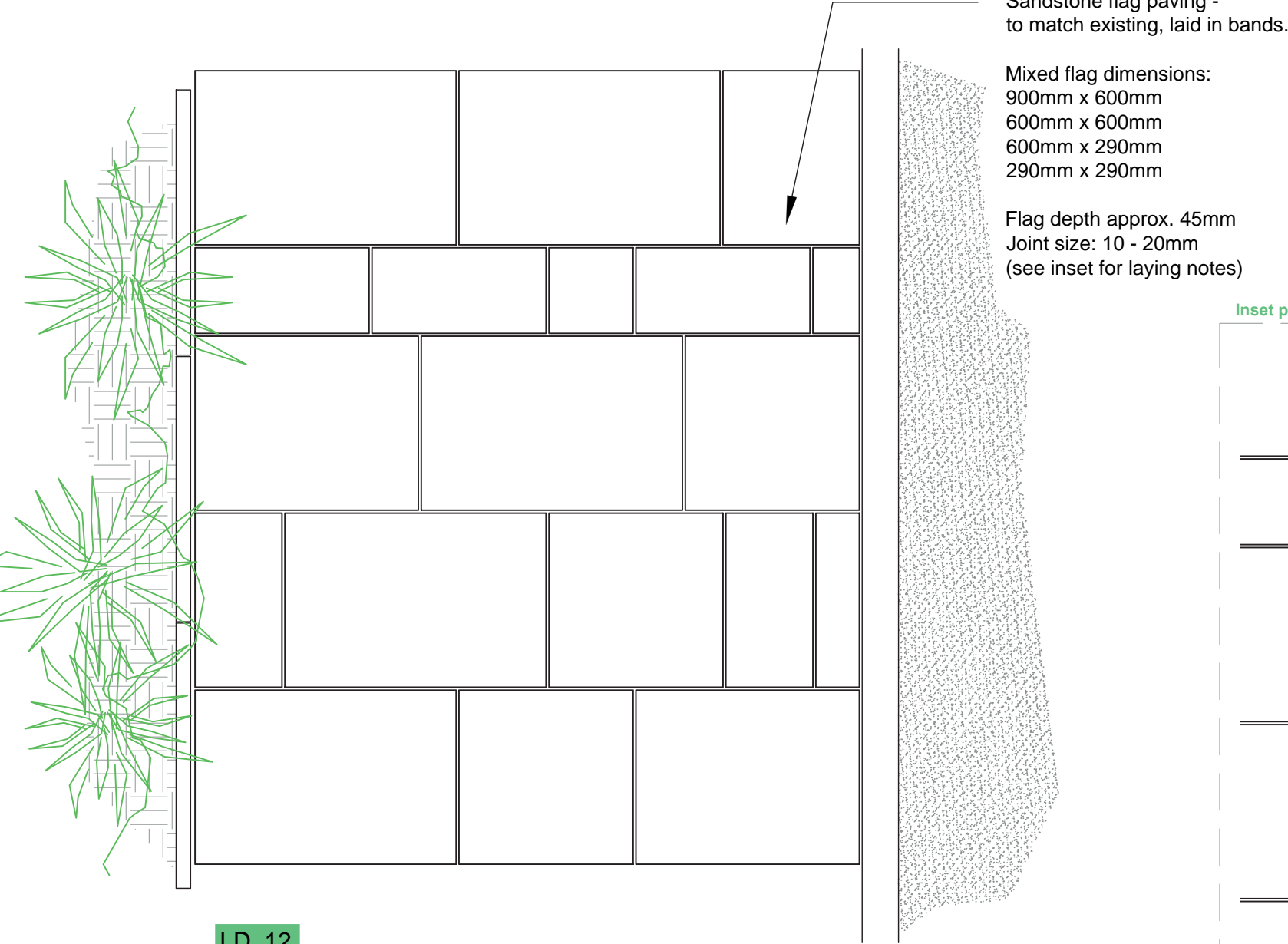
**LD\_11**

Flag pedestrian surfacing  
Cross section



**LD\_13**

Edging kerb to plant bed  
Cross section

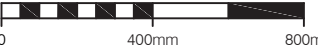


**LD\_12**

Flag pedestrian surfacing  
Plan

Illustrative Landscape Details:  
Flag stone paving

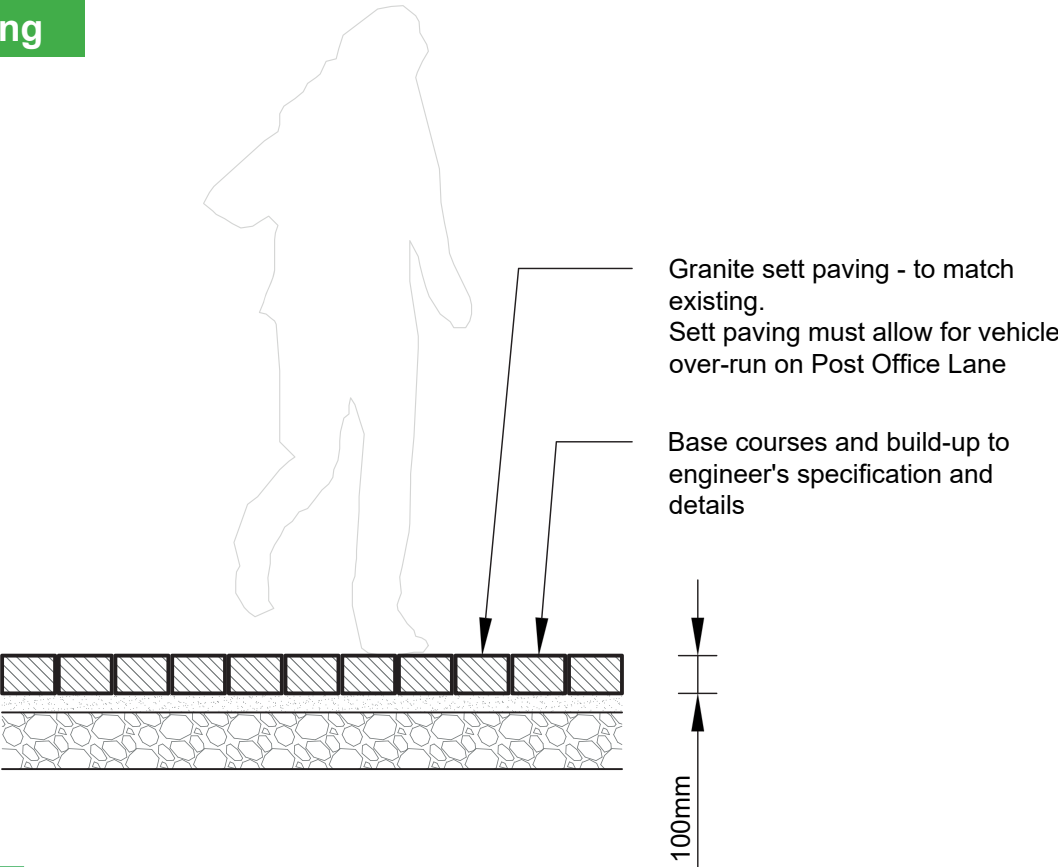
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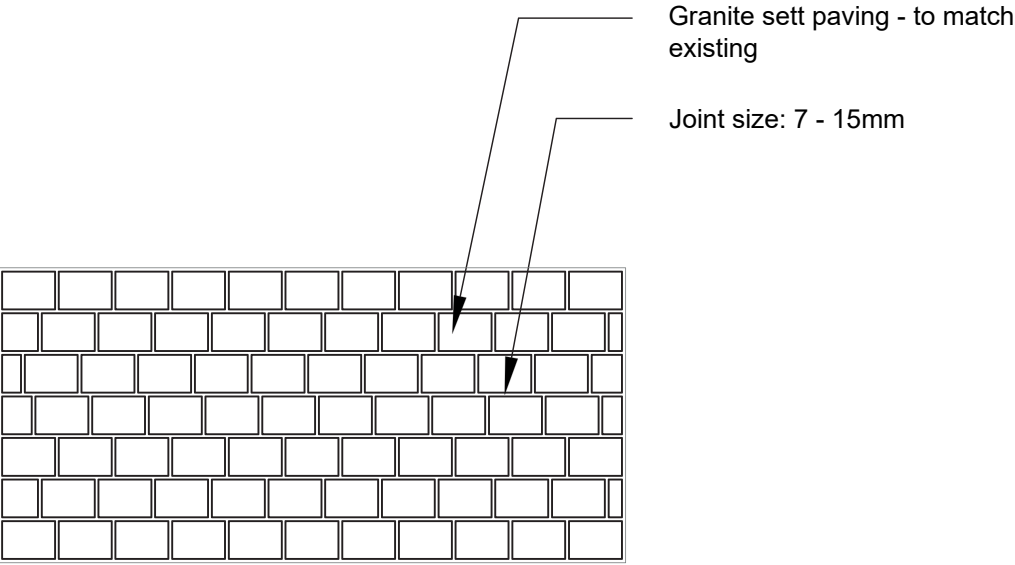
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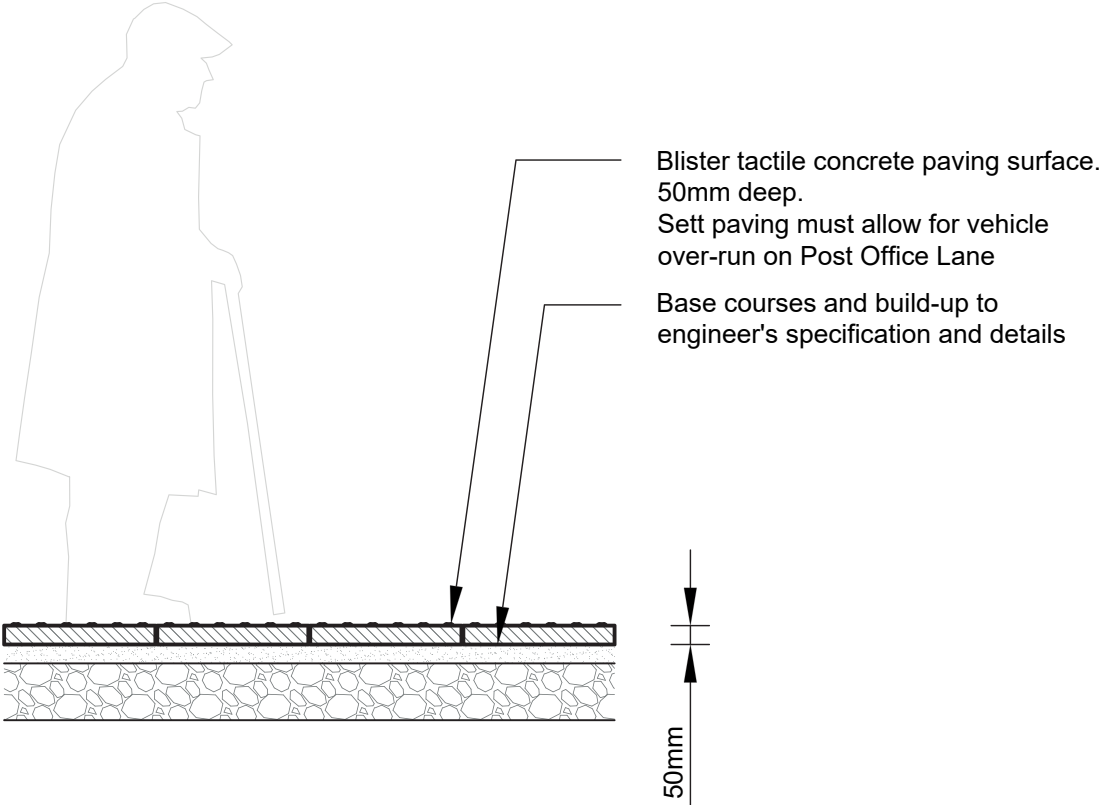
Illustrative Landscape Details:  
Pedestrian surfacing



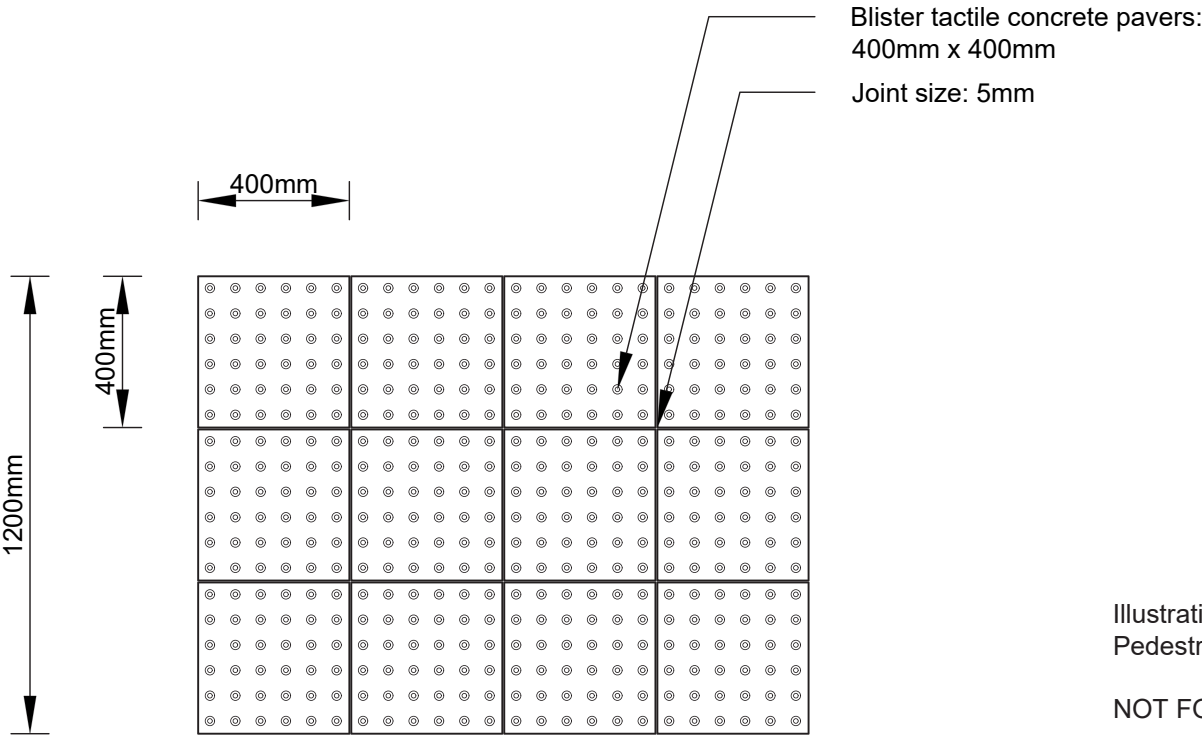
**LD\_14**  
Sett pedestrian surfacing  
Cross section



**LD\_15**  
Sett pedestrian surfacing  
Plan



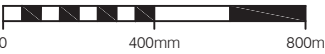
**LD\_16**  
Blister tactile paving surfacing surface  
Cross section



**LD\_17**  
Blister tactile concrete paving surface  
Plan

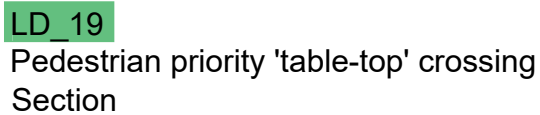
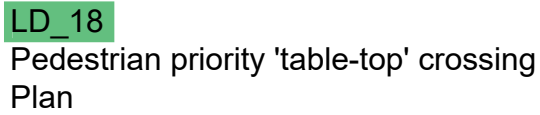
Illustrative Landscape Details:  
Pedestrian surfacing

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### Table top crossing

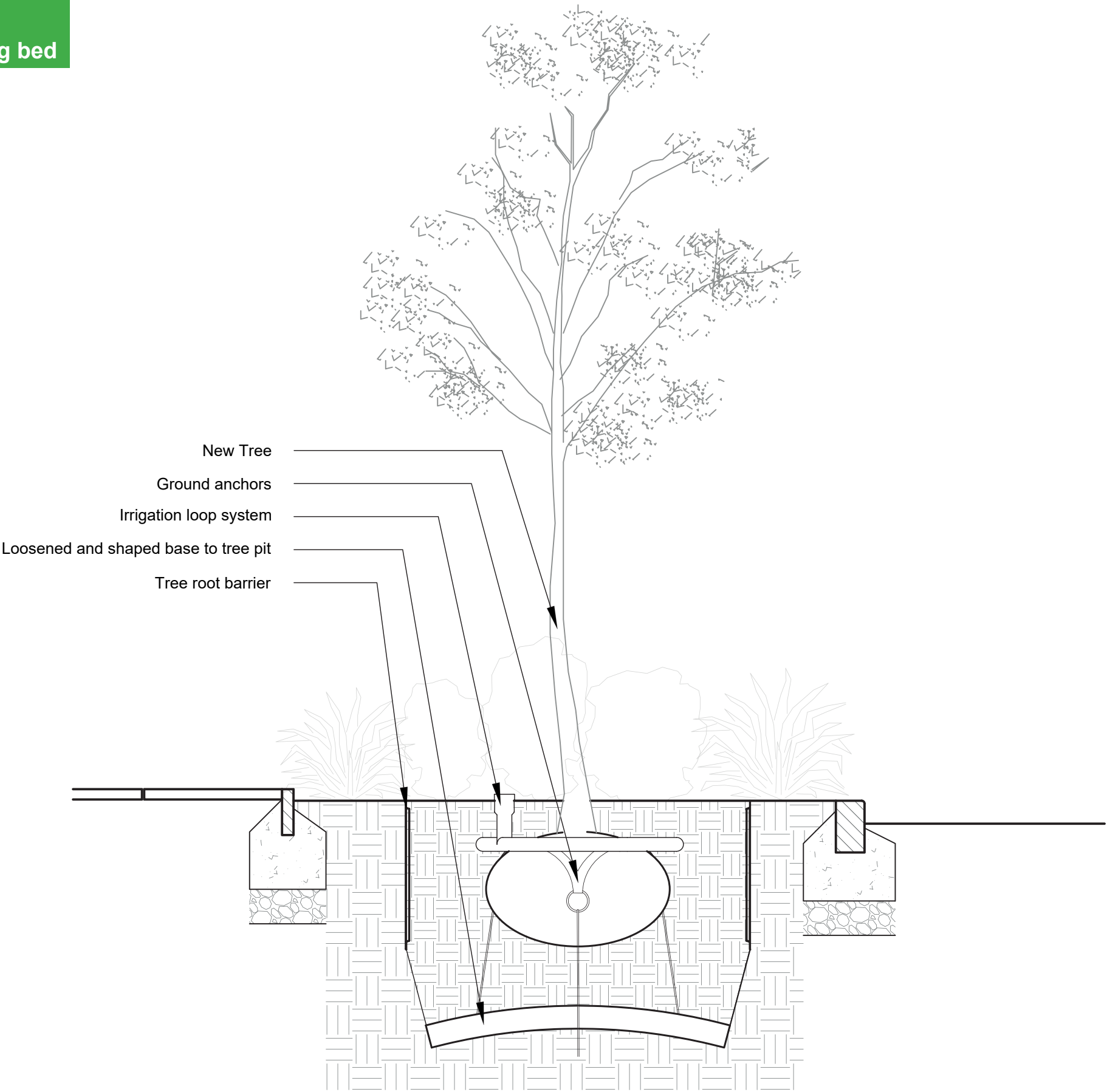


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Illustrative Landscape Details:  
 Tree pit within planting bed



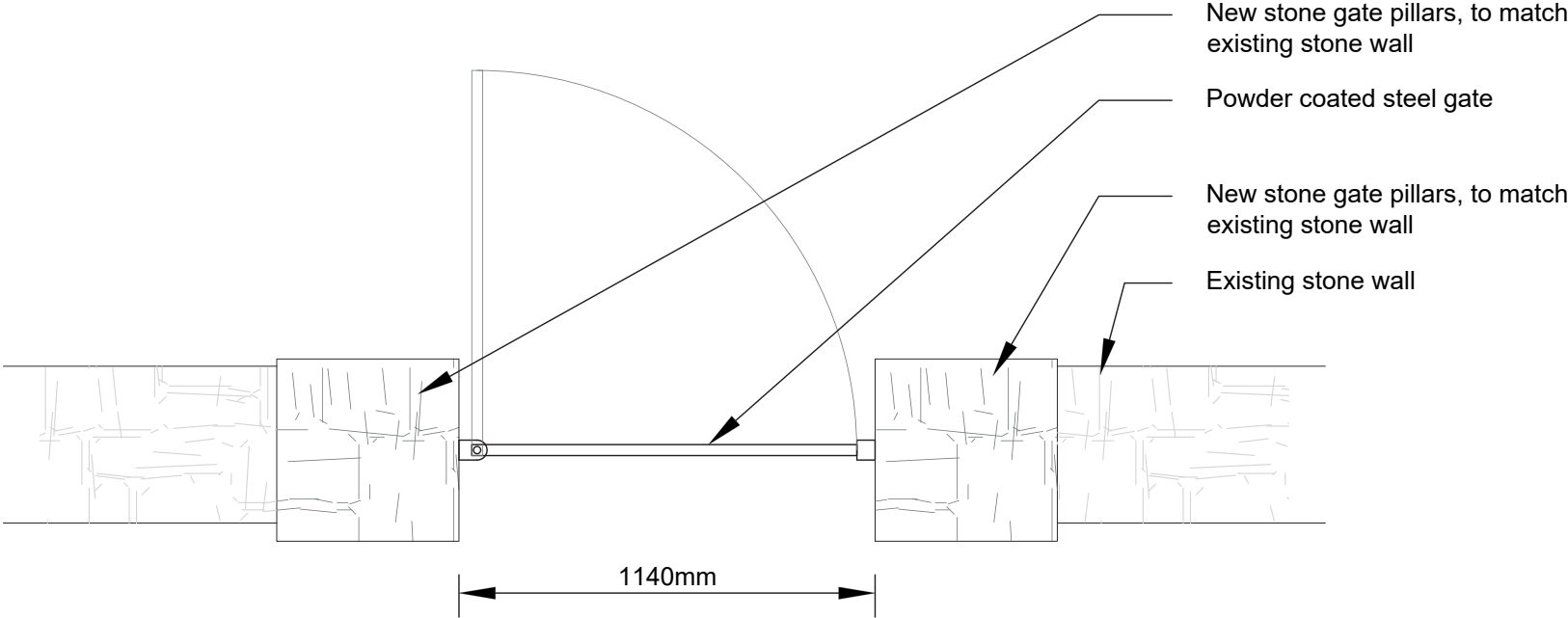
LD\_20  
 Tree pit within planting bed  
 Cross section

Illustrative Landscape Details:  
 Tree pit within planting bed

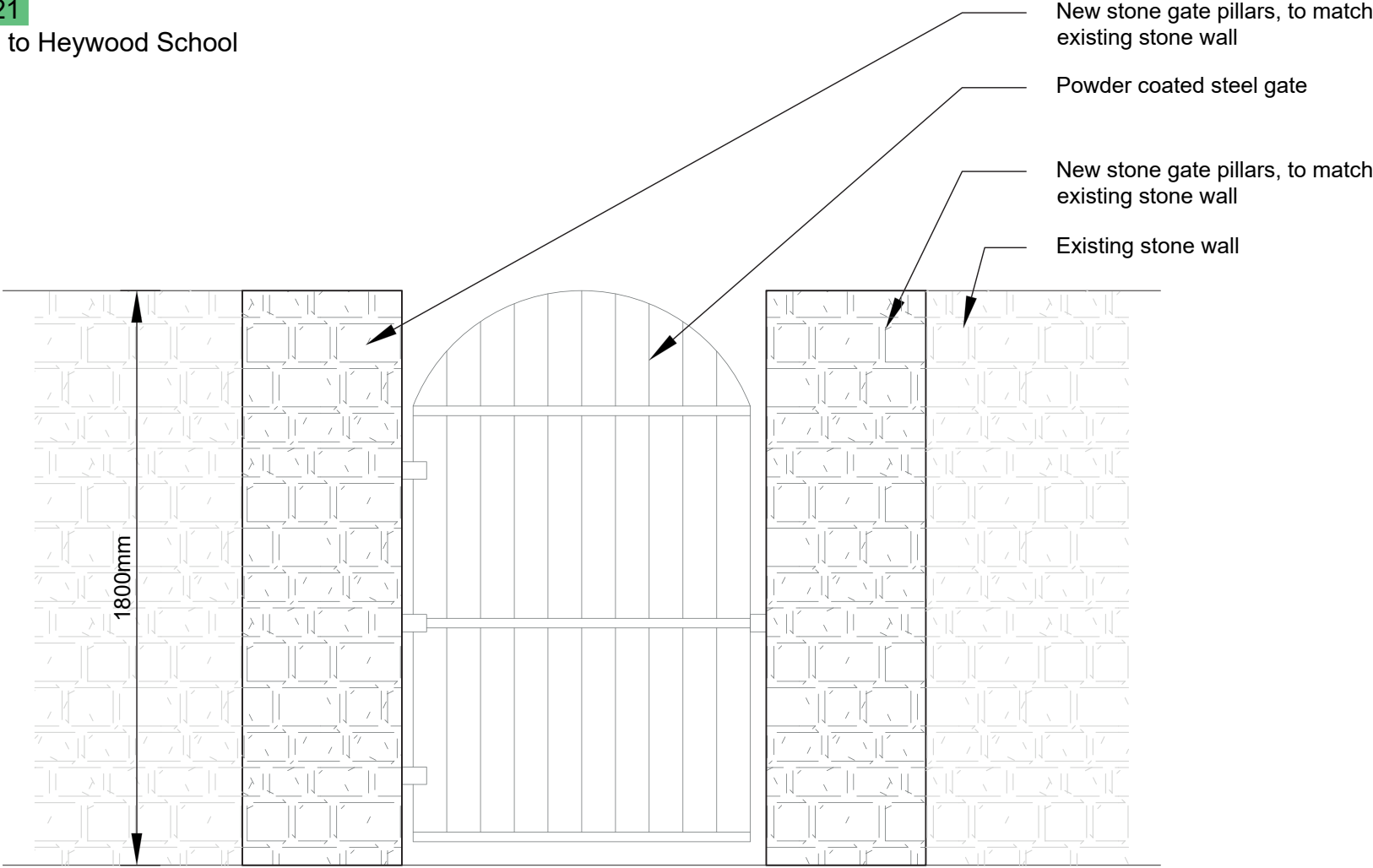
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**LD\_21**  
Gate to Heywood School  
Plan



**LD\_22**  
Gate to Heywood School  
Elevation

Illustrative Landscape Details:  
Gate to Heywood School

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