Gillespies

August 2026

Public Realm Guide

Ashby de la Zouch

P22273-00-001-0702



We are **Gillespies**, a diverse and free-thinking team of landscape architects, landscape planners, masterplanners, and urban designers.

We believe there's value in legacy and strength in diversity: we haven't stopped learning for 60 years and we continue to evolve, extend and adapt. The human element is central to our work. While technology can offer us solutions, it's only people that can create the enduring stories that enrich a brief.

We apply that human touch with intelligence and foresight, protecting and harnessing nature's networks to protect earth's equilibrium. The resulting places are personal. They're the product of nature and people in balance, the setting for unique stories to unfold.

Project title	Revision no.	Issue date	Prepared by	Approved by
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1.0 Introduction

1.1 Foreword

Ashby de la Zouch Town Council appointed Gillespies to assess the site and develop concept designs for the town centre. The proposals are informed by relevant policy documents to ensure they are both attractive and contextually appropriate.

This report outlines proposed public realm improvements for Ashby de la Zouch Town Centre, including analysis, design development, and recommended interventions for key sites. It explains the design rationale, showing how the schemes respond to the town's environment, heritage, stakeholder priorities, and policy context. The selected project designs aim to meet community needs and reinforce local identity through a functional and enduring design.

The following sections describe the site and context, identify key development areas, summarise the design evolution, and explain how the proposals balance heritage conservation, environmental improvements, and lasting public realm enhancements. The designs presented are conceptual and will be refined through future design stages.

The final chapter addresses materiality and introduces a public realm toolkit to guide future proposals. A cohesive palette, informed by Ashby's existing materials and character, will unify improvements across the town.







1.2 Site Location

The project is situated in the centre of Ashby de la Zouch, a historic market town in North West Leicestershire. The study area covers key routes including Market Street and North Street, with a focus on the surrounding street network, public realm, and connections.

By utilising the above as the principal focus of the assessment and future development, the proposals were derived from existing characteristics around quality of spaces, accessibility and character of the town.

















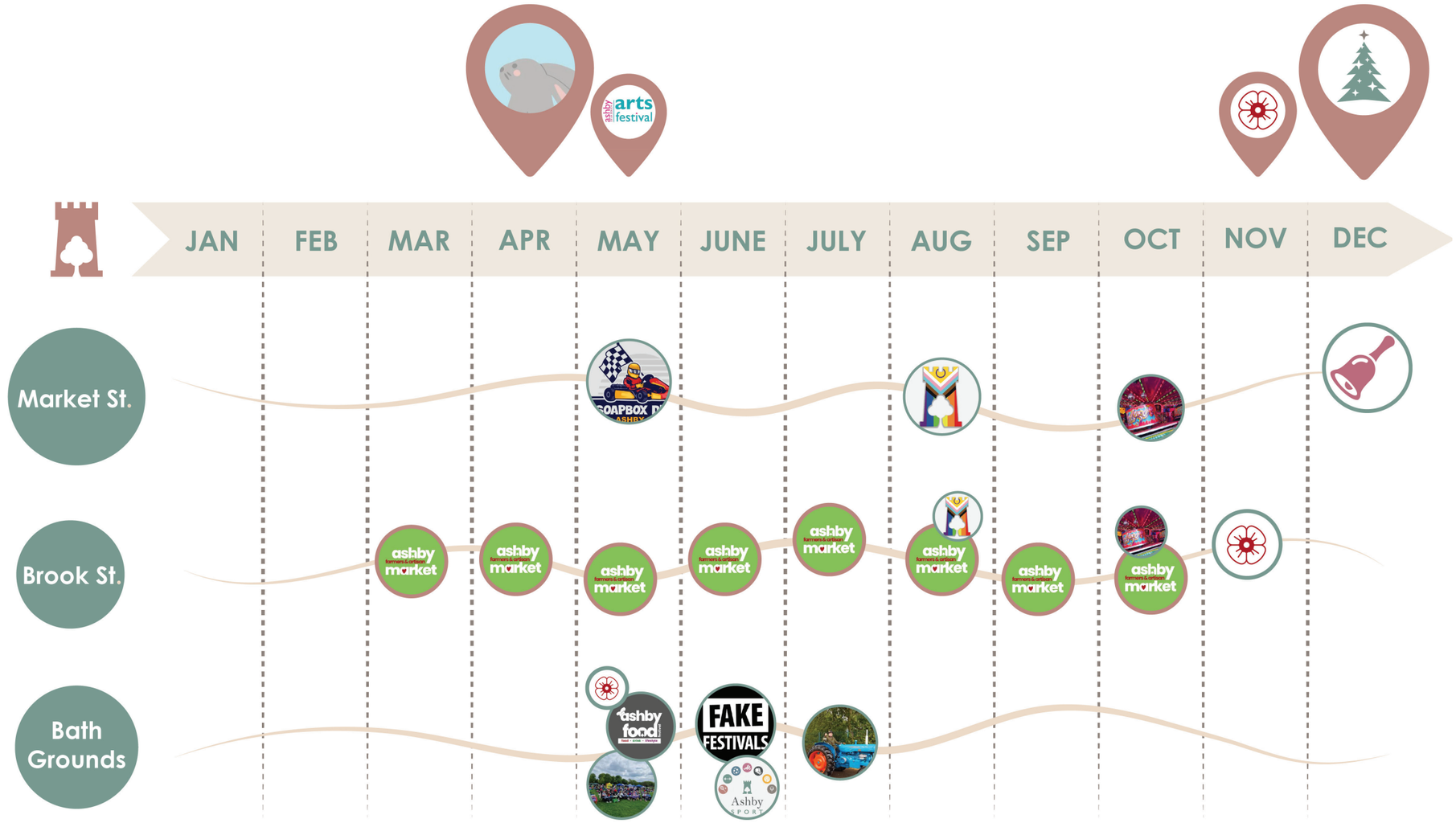
Ashby Town Centre Study Area

1.3 Local Events

Ashby is home to a diverse programme of events throughout the year, with these taking place across Market Street, Brook Street and Bath Grounds.

The frequency and variety of these events have been key considerations for the selection and development of project areas. That being said, the aim is achieving a flexible and adaptable town centre, equipped to accommodate temporary installations, markets and large community gatherings.

Some of the key design takeaways upon completing the analysis were strongly influenced by the town's growing attractiveness to visitors, unique charm and dedication to community. These elements led to decisions regarding seating, planting and recreation, but also transforming these places into multifaceted landscapes.



Ashby Events within Key Locations

1.4 Public Consultation

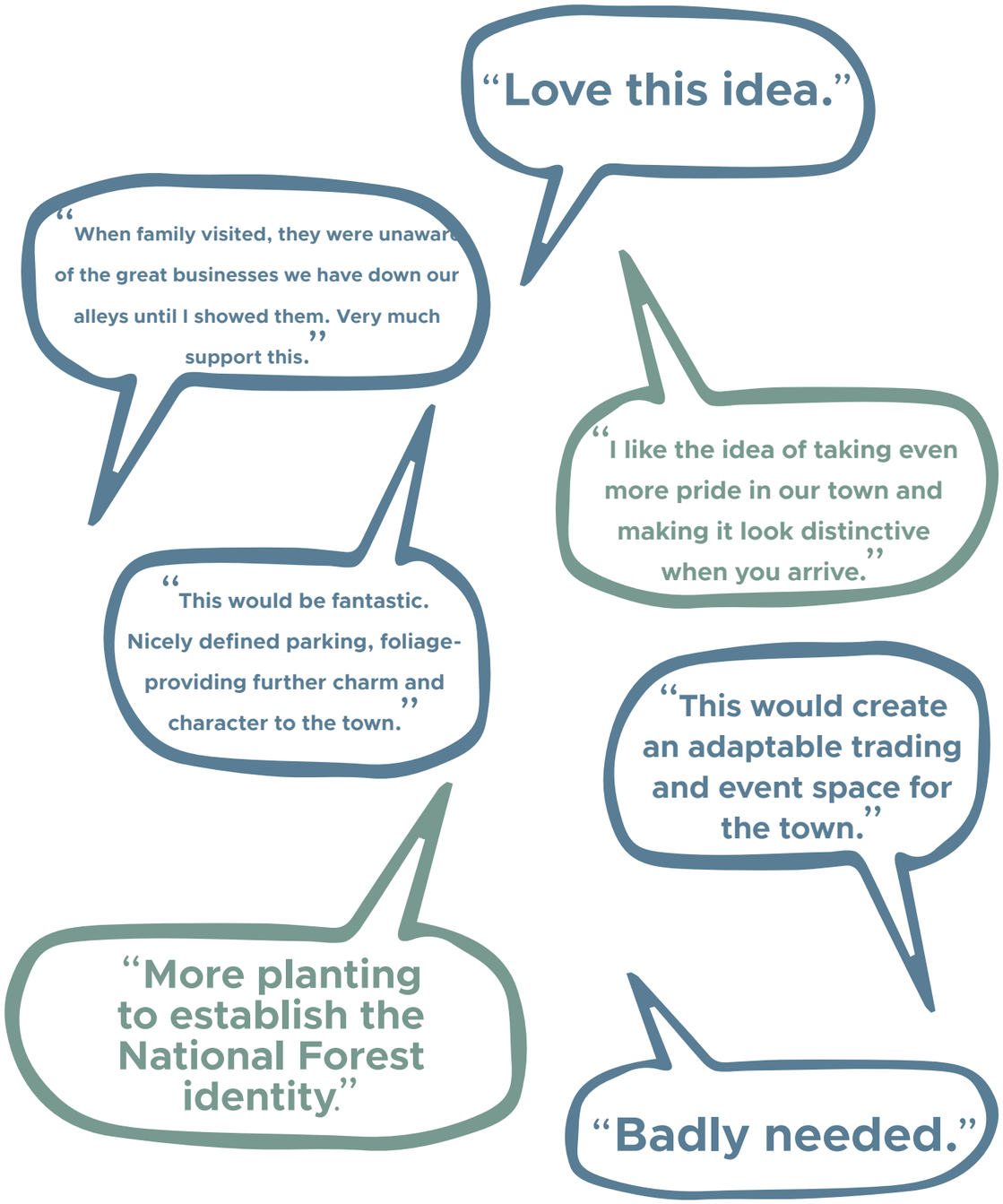
Following concept design which includes site analysis and stakeholder consultation, the Town Council shared the concepts for the projects with the general public, through in person events and online. A total of 518 responses were received, providing a valuable insight into the priorities and concerns of residents, businesses and community groups.

Overall the consultation resulted in strong support for the principles laid out by the design team. Particularly improvements to pedestrian safety, accessibility, as well as introducing more planting to the enhancement of the town's historic character were favoured. The Loudoun Monument location received outstanding support for enhancing the setting of the Memorial, but also unified feedback on providing safer crossing points and pedestrian priority. Similarly, the Jitties being reimagined as integral parts of the busy town centre, with improved visibility and clearer wayfinding, will support local businesses and enhance the distinctive historic alleyways.

The consultation also highlighted a number of key issues to consider as the schemes start developing forward. These frequently included questions on the potential impact on parking and traffic congestion, maintaining access for residents and businesses, accommodating established and successful events and ensuring that the new landscape can be effectively maintained long term.

Following the public consultation, the Design Team looked at areas of the project which could be addressed:

- Community feedback strongly supported retaining the existing planted garden at the Eastern Gateway. The proposals have responded by retaining and integrating this valued feature.
- In response to concerns regarding parking provision, the Brook Street proposals have been refined to retain more existing parking, with the proposed pocket park reduced accordingly.



2.0 Site Analysis

2.1 Building Uses

Ashby de la Zouch, particularly its town centre, is defined by a fine grain historic urban fabric, with Market Street forming the principal commercial spine through the study area. Along this, a varied mix of retail, hospitality and other commercial uses create an active frontage for Market Street and the adjoining streets.

A concentration of Grade II listed building frontages along Market Street further reinforces the heritage significance of the town centre and provides an important context for the development of the public realm proposals.

Commercial activity here is complemented by a network of secondary routes, such as side streets and historic alleyways, known locally and henceforth referred to as jitties. These routes contribute to the town's unique form and provide connections between important arteries.



Market Street Frontages



Building Uses Across Main Arteries

2.2 Vehicular Movement

Ashby's town centre is dominated by vehicular traffic, with Market Street serving as the main high street and a key connection between North Street, South Street, Bath Street and Brook Street. The town provides both off-street and on-street parking throughout.

The majority of the streets accommodate two-way traffic, with sections of the North and South Street in particular operating one-way. Market Street also accommodates a large number of parked vehicles, resulting in competing demands for space between vehicular movement and pedestrian activity.

Vehicular access is essential to the town centre's operation and supports businesses, residents and visitors. The proposals aim to balance these needs by improving safety, accessibility and the overall quality of the public realm.



North Street towards The Green



Vehicular Movement and Traffic Flow Regulations

2.3 Pedestrian Movement

Pedestrian movement in Ashby de la Zouch Town Centre is equally focused along Market Street and the surrounding streets, alleyways and pedestrian connections.

A distinctive and charming network of historic jitties provide additional connections and are home to a vast range of local businesses. These routes contribute to the walkability and character of the town centre and provide opportunities to strengthen connections between key destinations.

The existing pedestrian environment varies across adjacent areas of the centre, with narrow footways, highway infrastructure, parked cars and limited crossing opportunities creating constraints in some locations.



Rushton's Yard Jitty



Pedestrian Routes and Designations

2.4 Pavement Widths

The existing pavement varies in width across the project area, reflecting the historic street pattern and differing priorities along the public realm.

Much of the main pedestrian routes provide pavement widths of around 2 meters or greater. However, a number of narrow sections were identified where the pedestrian circulation was restricted to 1 meter spaces. These constrained sections can limit accessibility, particularly where street furniture, parked vehicles and other features reduce the effective clear widths further. Existing crossing points also influence how pedestrians move between key destinations and public spaces.

This analysis has informed the concept development by identifying opportunities to reclaim the pedestrian realm, while responding sensitively to the constraints of the existing historic streetscape.



Narrow Footway on Brook Street



Pavement Accessibility

2.5 Opportunities

The site analysis has identifiied opportunities to improve pedestrian connectivity, accessibility and the quality of the public realm across the town centre.

Existing green spaces, trees and garden areas provide opportunities to strengthen green links and introduce additional planting, linking the town back to its National Forest identity. Improvements to seating, wayfinding and pedestrian routes can create a more welcoming and legible town centre. Interventions should respond sensitively to the historic setting and reinforce Ashby's distinctive local character.



Community Planted Garden



Opportunities Diagram

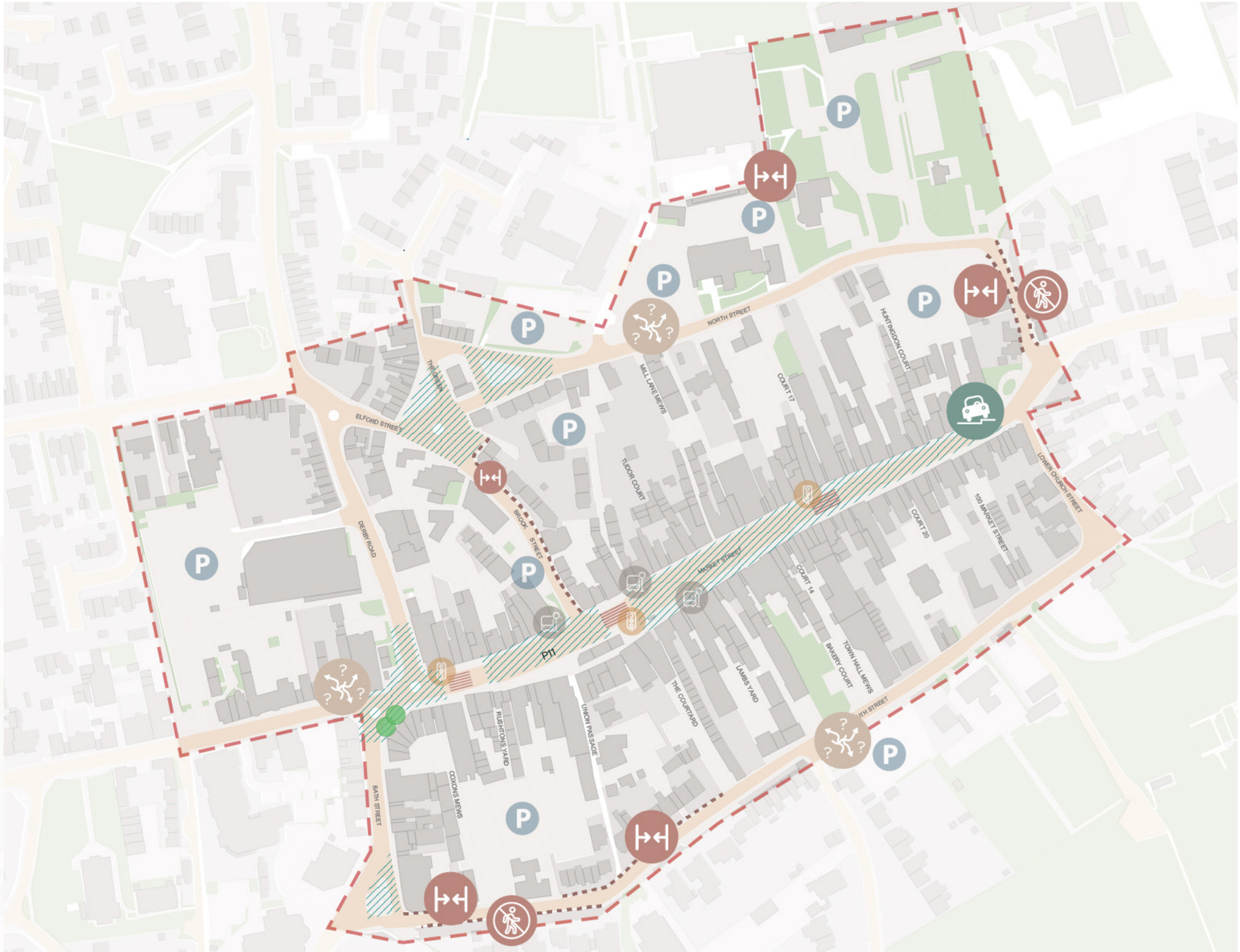
2.6 Constraints

A number of constraints have also been identified across the existing town centre. Such as narrow footways, vehicle dominated spaces, on-street parking and areas where pedestrian routes are unclear or restricted.

Existing parking, bus stops, crossings and traffic infrastructure also place competing demands on the public realm. While these are necessary for the residents, the proposals aim to better manage accessibility without compromising operational requirements.



Vehicle Dominated Brook Street



Constraints Diagram

2.7 Site Assets

The town centre is home to a range of existing public realm assets and street infrastructure, including street furniture, wayfinding and road assets. While these are distributed throughout the study area, most are focused around Market Street.

These assets support everyday function and accessibility of the town centre providing opportunities for rest, movement, orientation and access to public transport. However, a better distribution of the above elements can contribute to an improved visual and physical arrangement within the public realm.

The existing assets have therefore been considered as part of the development of the proposals, with opportunities to retain and enhance the current layout and usability.



Information Board by the Loudoun Memorial



Site Assets Diagram

3.0 Design Proposals

3.1 Five Projects

Gillespies have selected the following key projects which will be explored in detail in this chapter.

1. Eastern Gateway: The two existing and well maintained pocket parks could help to create a Gateway space which will help visitors and residents navigate around the town.

2. Brook Street: Brook Street already hosts numerous events including the regular farmers market, improvements to the streetscape could help to facilitate these.

2.1 The Green: The historic green area of Ashby is dominated by a large roundabout, changes to this junction could help restore some planting back into this area. Linked to the Brook Street Project.

3. Bath Street Memorial: The area around the Loudoun Monument could be improved for pedestrians and for historic interpretation.

3.1 Bath Grounds Entrance: The main town centre entrance to Bath Grounds is currently confusing and uninviting. Some simple changes to this alongside Bath Street would make a substantial difference to the townscape.

4. Market Street: Currently Market Street is dominated by parked cars, by reviewing this the town could increase dwell and active travel modes.

5. Jitties: There are a range of alleyways within the towncentre, these are often missed even by locals. We discussed interventions which could improve the viability and vitality of these for the town, celebrating Ashbys historic core.



Identified Project Sites

3.2 Quick Wins

This series of quick wins has been identified following an in-depth analysis of all areas covered in this report. These respond to issues around improvements to planting, wayfinding, pedestrian movement and existing public spaces.

The quick wins complement the five key projects, helping to create a more cohesive and connected public realm across the wider town. The following diagram shows the location and nature of these small interventions, showcasing their relationship to the wider regeneration proposals.



Identified Overarching Project Wins

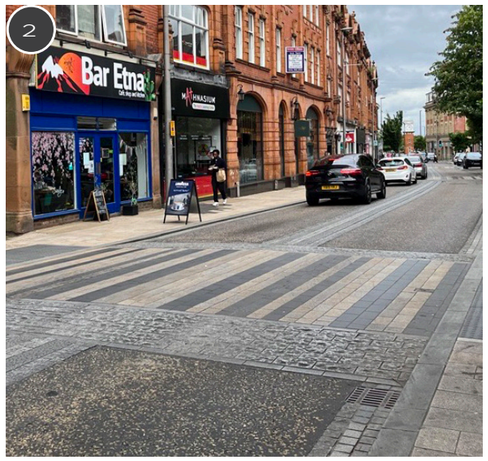
3.3 Eastern Gateway

The Eastern Gateway project aims to enhance the two spaces on either side of Market Street where it meets Wood Street. The concept is to enhance this space that could foster a great sense of arrival and help introduce the town to both pedestrians and vehicles. It has been noted that this space is a key junction, especially during Town events, as it marks the start or end of the road closure. At the moment, the two pocket parks are treated individually. Could these be combined across the road to create a single space? We have identified a few key moves which will be considered as the design is progressed:

- A raised table to both link these two spaces physically, but also slow traffic
- Provide a much-needed crossing at the top end of Market Street
- Use the gable ends of the buildings for a mural
- Lower the planting to ground level and increase the areas of planting
- Artistic elements to signal that people are entering Ashby Town Centre.













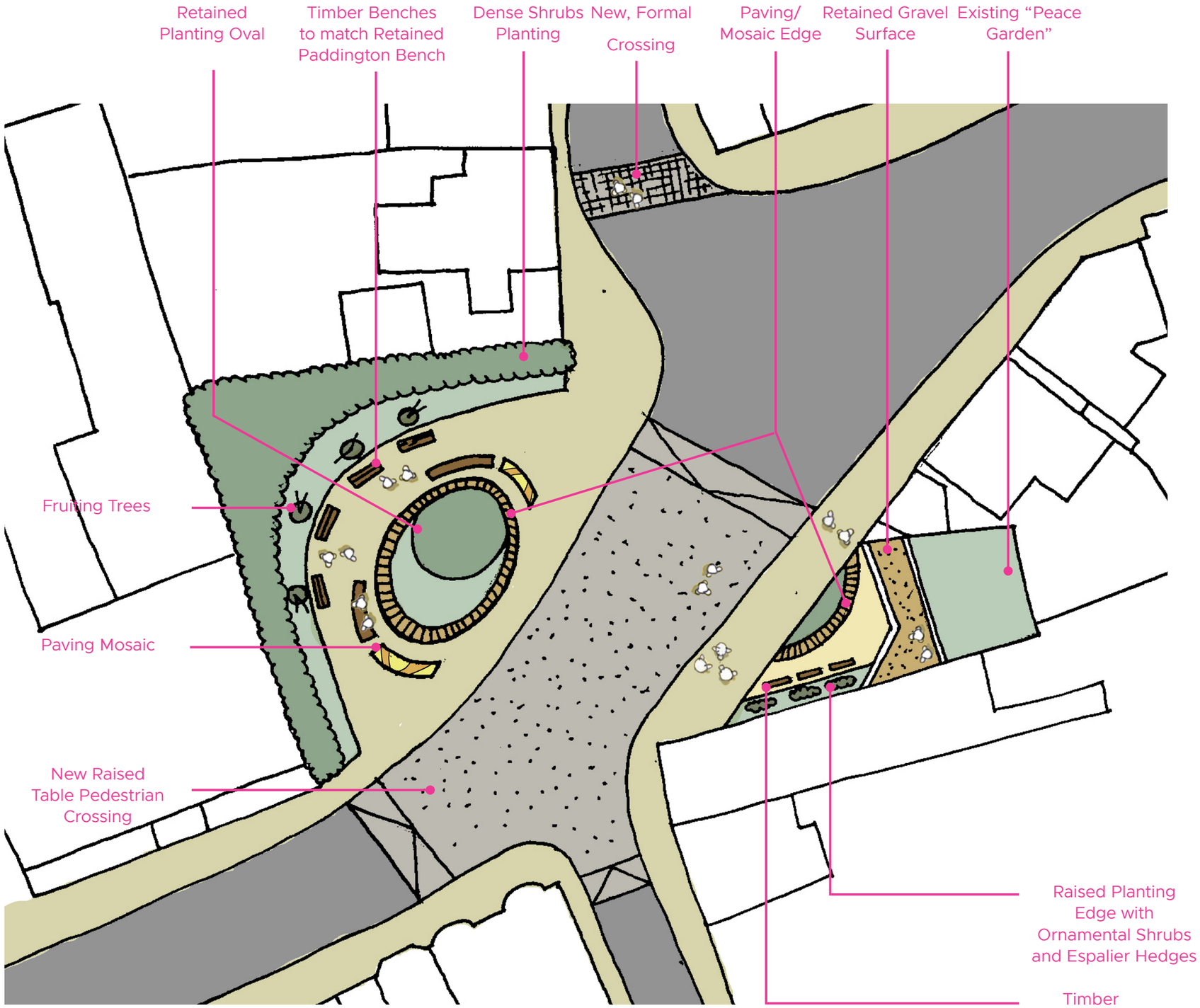
01. Raised table next to public space in Hebden Bridge, West Yorkshire
02. Pedestrian Crossing, Altrincham
03. Lit Up Letters- City Signage, Kingston-upon-Thames
04. City Mural, London
05. Integrated Curved Seating and Planters, London

The Eastern Gateway concept proposal aims to create an attractive and memorable arrival point to the town centre while enhancing the quality and usability of the public realm. The design brings together two existing and loved pocket parks through improved pedestrian connection and a new raised table crossing. A variety of seating opportunities, including circular and linear benches, encourage people to pause, meet and enjoy the space, while the decorative paving mosaics help establish a unique sense of place. On the west side, dense shrubs are planted near property boundaries to screen and offer a better sense of privacy, while the fruiting trees offer a sense of community. The retention and enhancement of the Peace Garden further strengthen the site's role as a welcoming community space, creating a greener, safer and more inviting gateway that reflects the character and identity of the town.

- Create a strong and recognisable gateway into the town centre
- Improve pedestrian safety and slow vehicles as they enter Market Street by a raised table crossing
- Provide a range of seating opportunities for rest and social interaction
- Introduce buffer planting and formalise the space
- Incorporate decorative paving and mosaics to reinforce local identity

Public Consultation: Eastern Gateway - 77% Support

- Improved pedestrian safety and a clearer gateway into the town, that may attract more visitors.
- Opportunities for additional planting and a greener arrival into Ashby.
- Strong desire to retain the existing community-planted garden and valued existing planting.
- An additional crossing in the shown position won't fully resolve the pedestrian safety issue.
- Following feedback the exiting planting has been retained and integrated in the proposal.
- The design has been refined to include a wider raised table crossing surface, as well as an additional formal crossing at the bottom of North Street.





Sketch Impression of the Look and Feel of Eastern Gateway



Semi-Circular Benches



Interpretation Mosaic

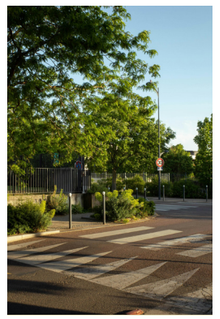




Timber Benches



Fruiting Espalier Hedges



Raised Table

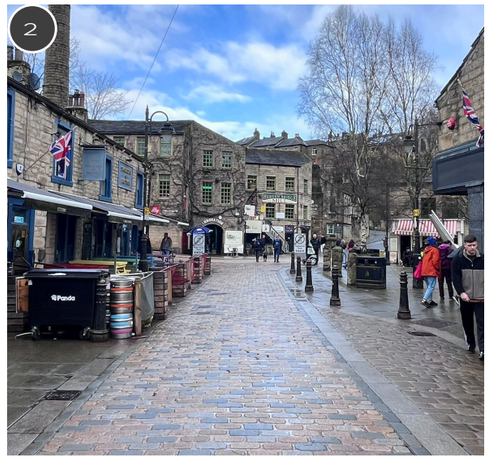
3.4 Brook Street

Brook Street is frequently used for public events, with road closures and taking over the Brook Street car park. Brook Street is currently acts as a two-way road, although the eastern footway is extremely narrow in places, often forcing pedestrians into the carriageway. The proposals could seek to address this and create an uplifted car park which would create a more pleasant events space for those key days throughout the year when its used. The existing War Memorial on the corner of Brook street, is a much loved asset to the Town, by respectfully enhancing and open this up to would allow it to be further celebrated. Existing Street trees and planting next to the Church would be enhanced to bring biodiversity into this new town centre space. Expand the eastern footway, by reducing traffic

- Open up and enhance the Memorial area so that its more welcoming
- A mural is proposed on the side of Costa, the BID already have this in place
- Improve the road/car park surfacing
- Introduce a east/west crossing
- Increase planting around Chapel entrance













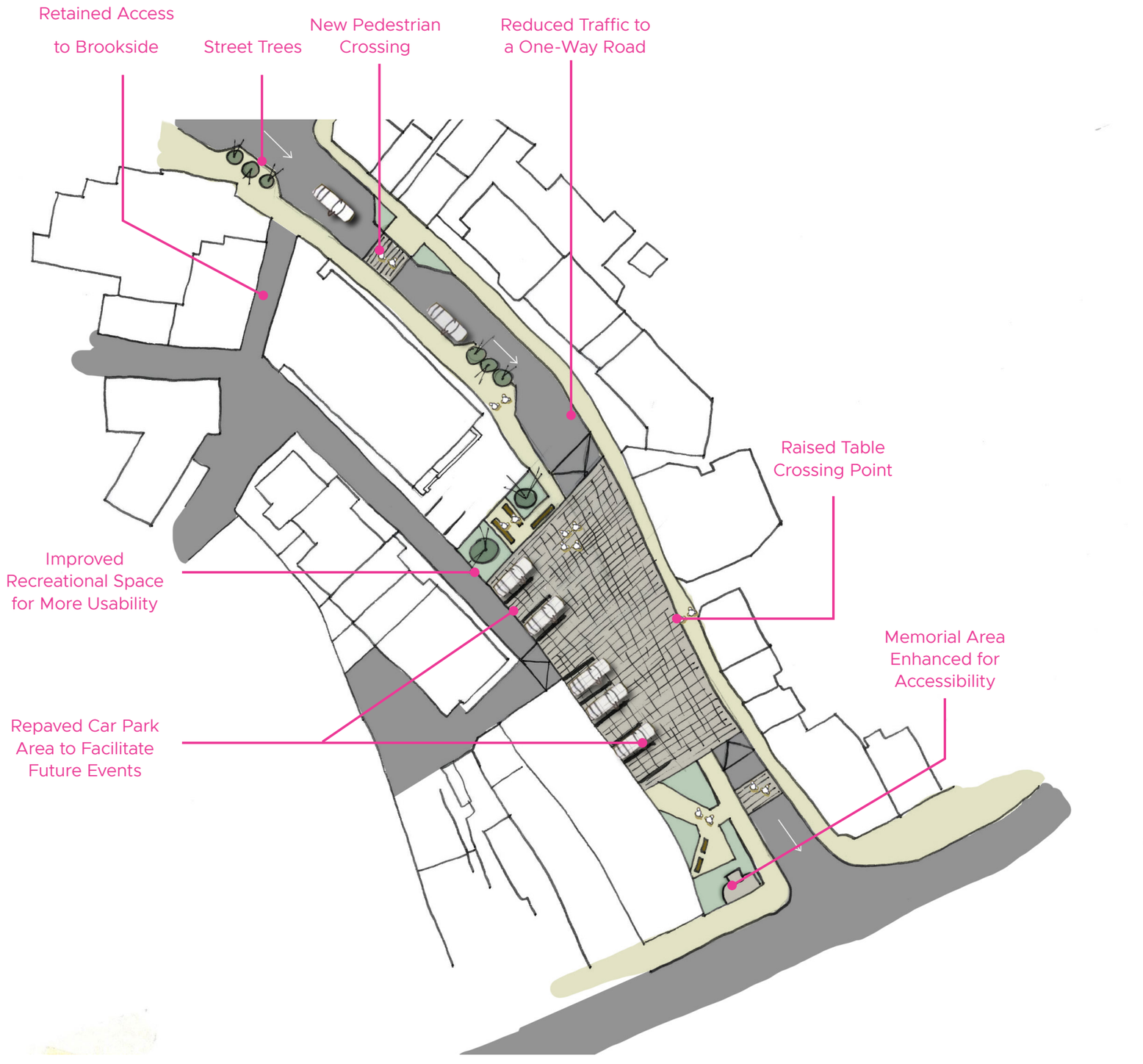
01. Planted Edge, Altrincham
02. Raised Table, Hebden Bridge
03. Fantail Heritage Paving, Altrincham
04. Prince of Wales Junction, London
05. Lyceum Square, Crewe

The proposal seeks to transform Brook Street into a safer, more attractive and multifunctional civic space that better serves residents, visitors and community events. The design balances the movement needs of vehicles with a strong emphasis on pedestrian comfort, accessibility and place-making. The existing carriageway is proposed to be reduced to one way traffic, south bound, allowing the footway to significantly widen, creating public space along the street. A new pedestrian crossing and raised table 'event space' are introduced to improve connectivity and slow vehicles. These measures enhance safety and make key destinations, including the memorial area which has been adapted for better accessibility. The existing car park is resurfaced and reorganised to provide flexible space capable of accommodating community events, while continuing to support day-to-day parking requirements. Additional recreational space s created to encourage social opportunities and informal use throughout the year.

- Reduce Brook Street to one way traffic to prioritise pedestrians
- Create additional public realm and improve accessibility
- Resurface and upgrade the car park to better support public use and events
- Enhance Memorial area for better accessibility
- Introduce a new crossing point to improve safety and connectivity
- Create a flexible civic space and strengthen the character of the town centre

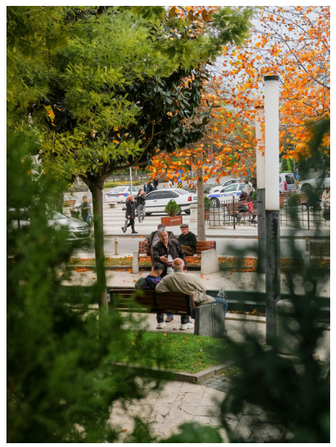
Public Consultation: Brook Street - 79% Support

- Strong support for wider footways and improved pedestrian safety.
- Support for creating a more flexible public space for markets, events and everyday use.
- Loss of existing parking generated concern regarding the potential impact on businesses and town centre access.
- While still at concept stage, there was concern over proposed features blocking access to the church.
- The proposal was refined to retain more parking, with the extent of the pocket park reduced accordingly.
- The layout has been developed to balance pedestrian space with the operational requirements of Brook Street.





Brook Street indicatively shown during Town events



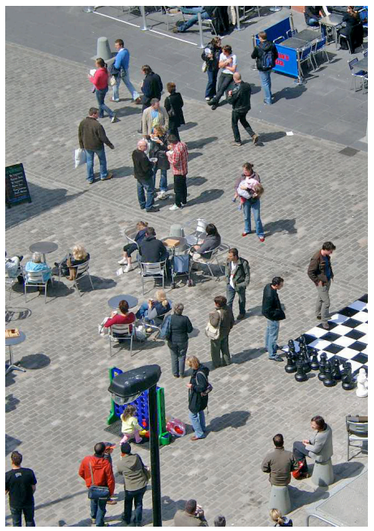
Pocket Park



Subtle Parking Markings



Raised Table in Town Centre



Temporary Events



Planted Build Outs

3.5 The Green

The green is so called as it was the location of the historic town green, in this currently vehicle-dominated space. The aspiration is to bring back some pedestrian and greenery to this space. The central roundabout is perceived to be oversized and early thoughts around this look at changing the arrangement of the kerb alignment and swapping the roundabout for a T junction, which would allow the buildings more pedestrian frontage. The buildings are slightly lower in this area as, this coupled with the fact that this space is south-facing, makes it ideal for a potential Town garden/ parklet/green.

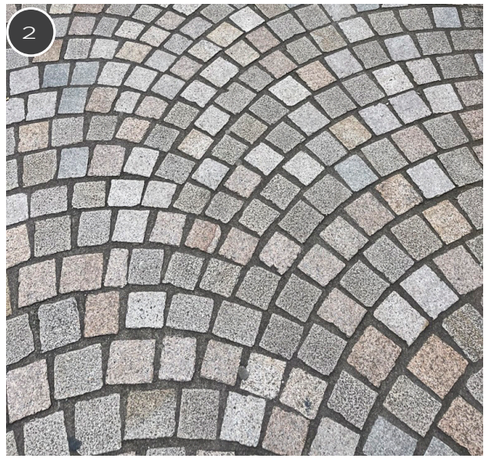
- Expand the eastern footway.
- Replace the roundabout with a T junction
- Reduce Brook Street to one-way (SW bound).
- Introduce some greenery back into the green
- Create spaces for retail/restaurant spill out.
- Introduce some historic interpretation about the Town Green.

Public Consultation: The Green - 76% Support

- Strong support for more trees, planting and green space, reinforcing the identity of The Green.
- Improved pedestrian safety and accessibility, including safer crossings and better footways.
- Loss of existing parking and concern for access for nearby businesses and residents.
- Concern about the changes to the junction and traffic arrangements, that may increase congestion or displace traffic.
- The proposal clearly demonstrates how resident and businesses' access was retained.
- Limited parking has been removed and the surrounding retained locations have been highlighted.

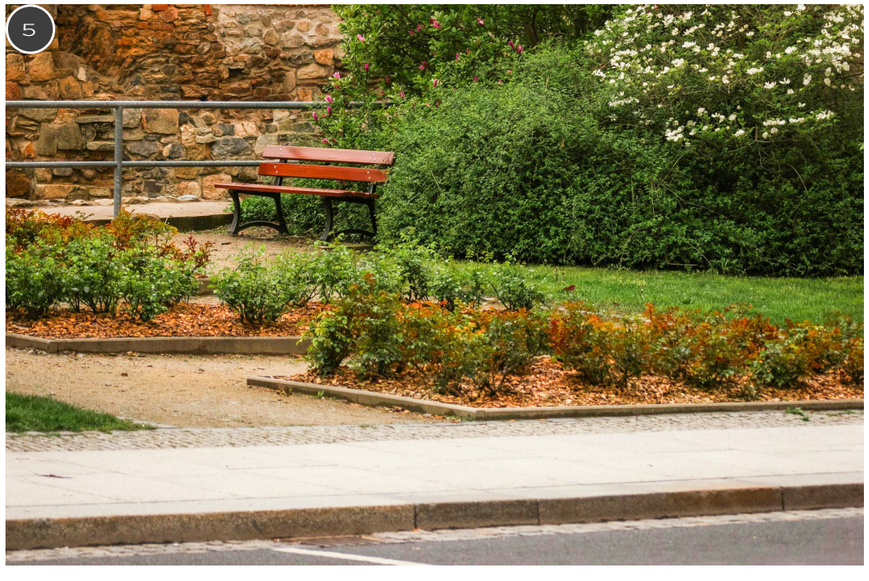








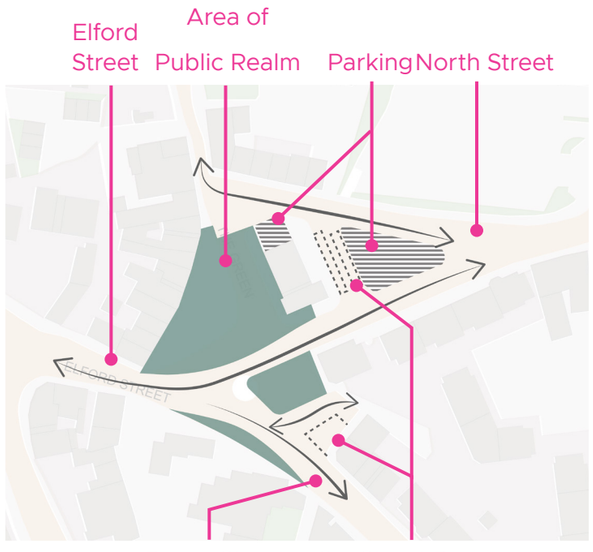


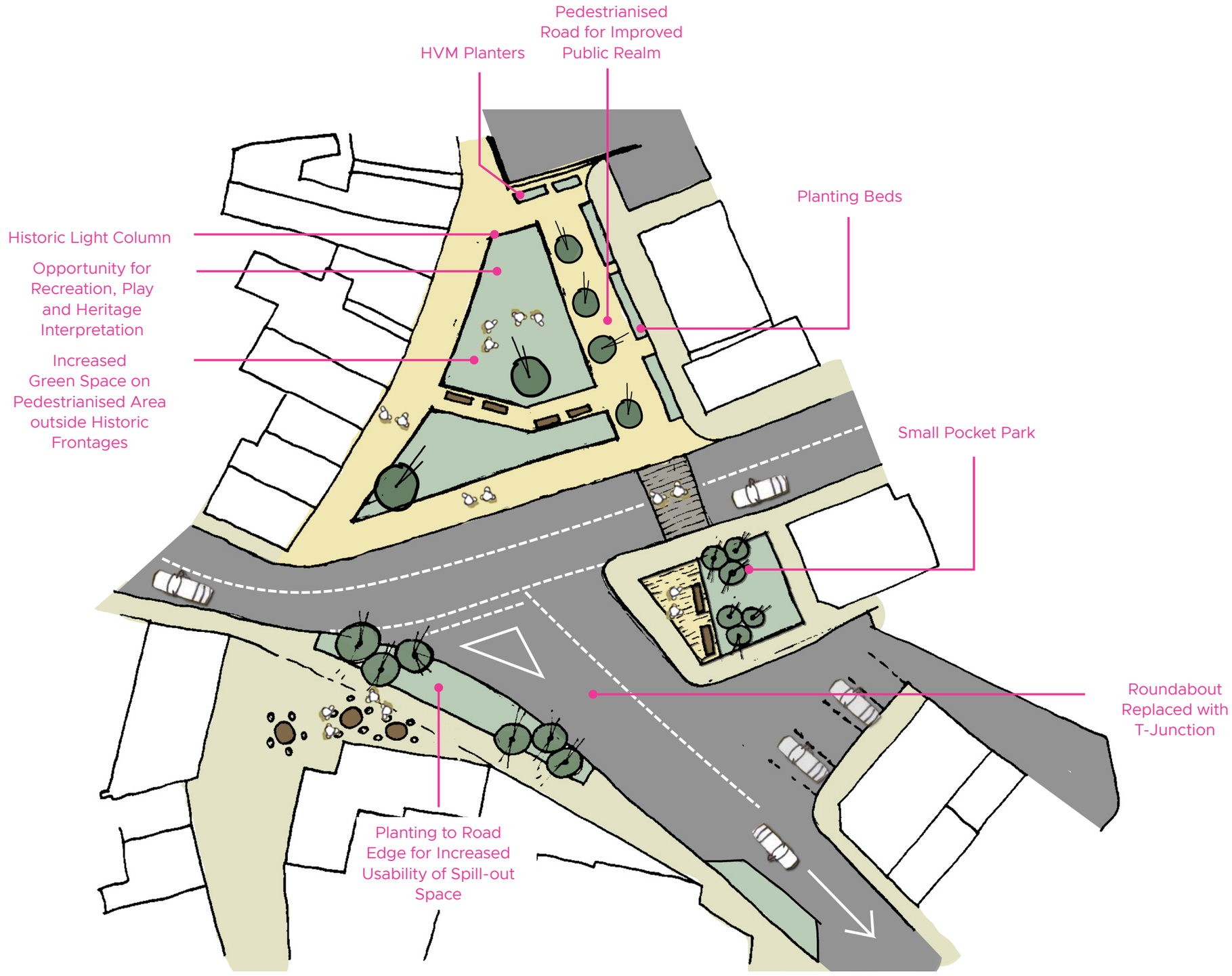


01. Outdoor Cafe Seating, Altrincham
02. Fantail Paving
03. St. Andrew's Square, Edinburgh
04. Interpretation Board, Northern Ireland
05. Pocket Park

The vehicle dominated historic green was adapted to reduce traffic and reclaim space for the public realm. The roundabout was replaced with a T-junction joining Elford and North Streets, allowing for the historic frontages to welcome an extensive green space and create a small public square feel. This creates a recreational Town space dominated by planting but that still host large events such as the Statues. Within these spaces, there are also opportunities for better signage and heritage interpretation, such as interpretation or information boards, celebrating the town's history. Another key change is the pocket park to the east of the old roundabout. While retaining access to important access routes, this feature was designed to encourage people to gather and enjoy the space. Similarly, the footway to the south-west has been extended and planting introduced, acting as a buffer between the road and pedestrian areas. This may encourage local businesses to utilise this as spill-out space.

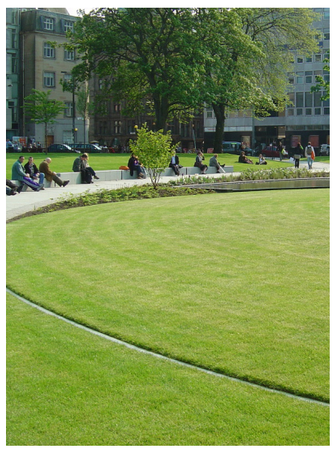
- Increased green spaces for user experience
- T-junction replacing the roundabout to maximise public realm
- Brook Street becomes a one way road, reducing traffic in the area
- Introducing a pocket park to the eastern edge
- Facilitate spill-out space and usability of the public realm
- Allow for interpretation, heritage and social opportunities







Sketch View of The Green Reimagined



Multifunctional Lawn



Outdoor Pub Seating



Timber Ashby Bench



Green Public Realm



Pedestrianised Streets

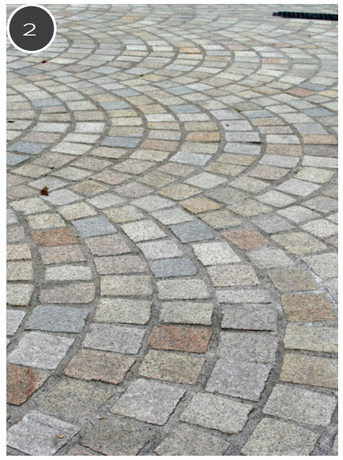
3.6 Loudoun Monument

The Loudoun Monument is a key asset to the town centre, it is currently located on a relatively small pedestrian island, surrounded by traffic. Initial thoughts around this are to link the memorial space with the adjacent pavement, closing off the small spur road and parking area which separates the two. By doing this, it would allow the memorial more space and encourage visitors' and locals' engagement with it.

- Close the side/spur street to through and parking traffic
- Remove parking on eastern side of Loudoun Monument
- Increase heritage interpretation
- Provide pedestrian crossings across Bath and South Streets.
- Remove traffic signage and control boxes associated with the spur street













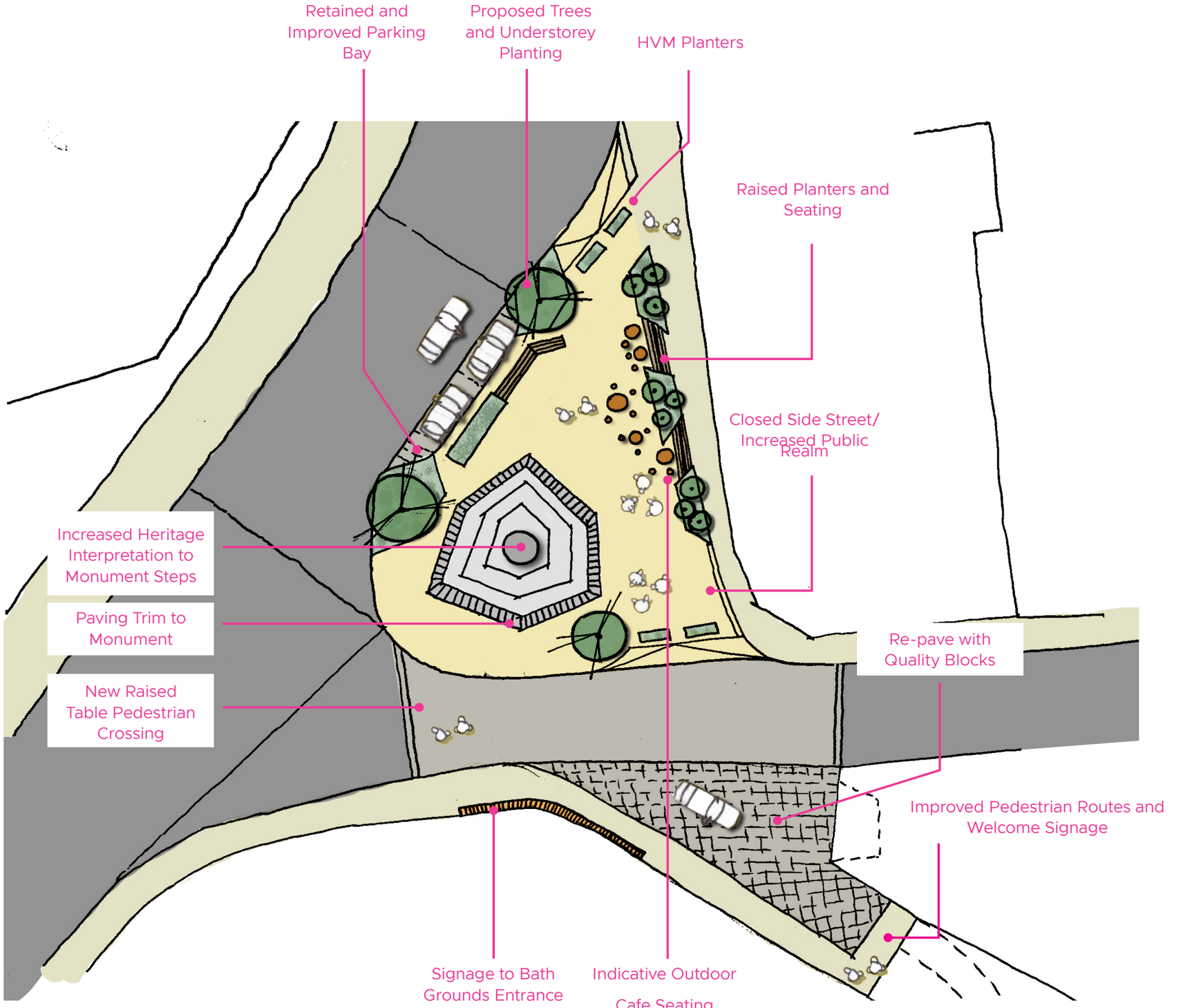
01. Outdoor Cafe Seating, London
02. Natural Stone Paving
03. Coronation Gardens, Wakefield
04. Planting in Crewe
05. Municipal Square, Crewe

The proposal follows the initial idea of encouraging more pedestrian traffic around the Memorial. The side street is closed for vehicles, but oversees the possibility of temporary vehicle access or future cycle routes. Another key aspect is introducing more planting and seating areas within the space. As the parking bay is retained, planting has been utilised to create a sense of privacy and shelter from the road. On the eastern side of the Memorial where the side street once was new raised planters with integrated seating separates this from space from Bath Street footway. This helps to create a central usable space around the Memorial which could be used by local business for outdoor seating. Close the side street to encourage pedestrian use.

- Retain parking on eastern side of Loudoun Monument, but add planting and trees to screen
- Improve heritage interpretation around the monument with accent paving and refurbish/improve the steps
- Raised table pedestrian crossing towards the park
- Remove traffic signage and control boxes associated with the spur street

Public Consultation: Bath Street - 86% Support

- Locals were in favour of enhancing the setting of the Loudoun Memorial and celebrating its heritage.
- Strong support for a safer pedestrian connection between the town centre and Bath Grounds.
- Loss of existing parking space by closing the spur street.
- Concerns regarding the on-going maintenance of the scheme, particularly planting.
- The concept has the monument as its focal point, however operational requirements have been considered and parking features retained where appropriate.
- Th planting selection has been designed to include hardy, low maintenance species, that may remain attractive throughout the years.





Sketch Impression of the New, Pedestrianised Monument Area



Etched Letters Paving



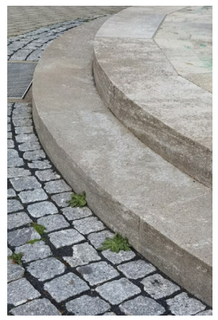
Natural Stone Paving



Raised Planters with Integrated Seat



Outdoor Cafe Seating

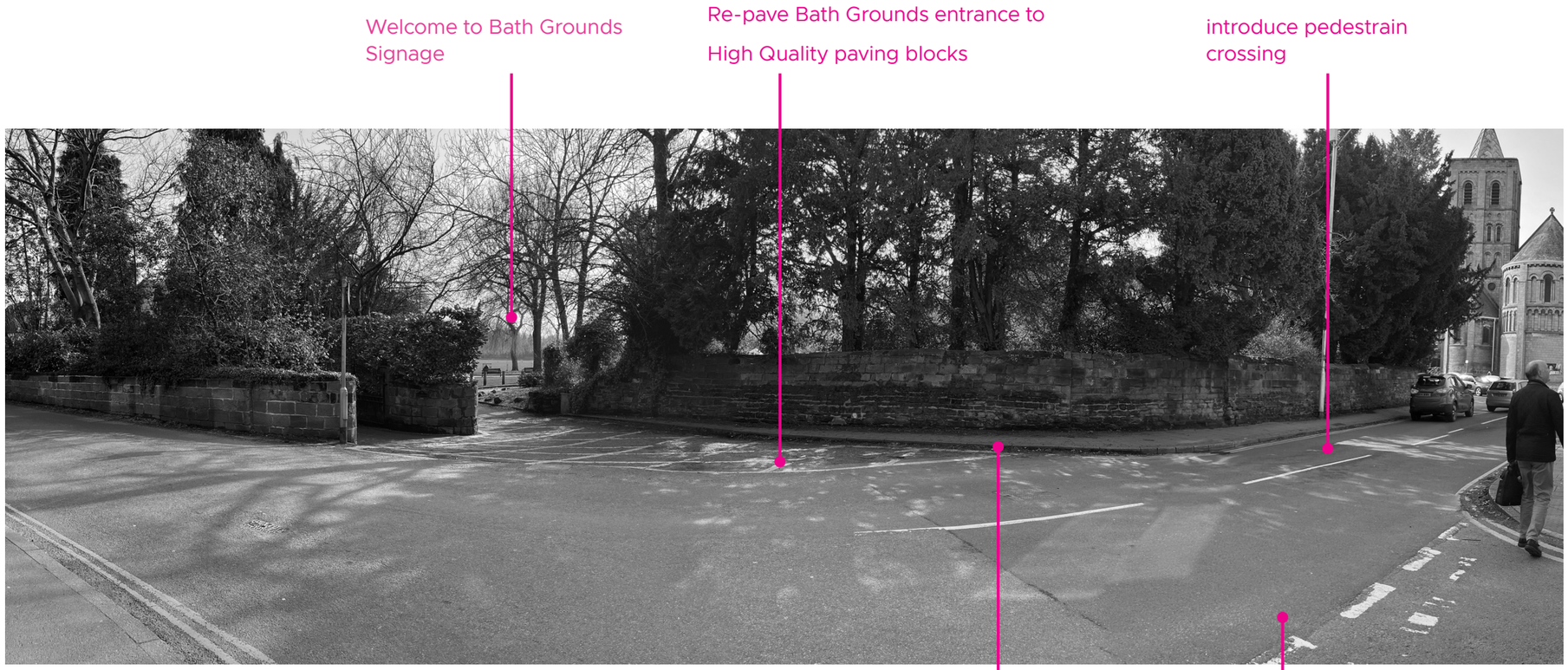


Accent Paving Edge

3.7 Bath Grounds Entrance

The main entrance from the Town Centre to the Bath Grounds doesn't reflect the key link between these two locations. The entrance is dominated by vehicle hatching and a large turning circle for both the house on the left and the hidden car park to the right. With the limited space, there is also an issue that pedestrians and vehicles have to share a surface. There is little natural wayfinding or formal signage indicating that this is the entrance to Bath Grounds. Initial thoughts around this entrance to Bath Grounds are:

- Resurface the entrance to a cobbled block- indicating slow vehicle speeds and replacing the need for yellow hatching.
- Integrate signage into the stone wall, which guides pedestrians into the park
- Create an entrance statement/signage which reinforces the park's entrance
- Introduce a pedestrian crossing to enable pedestrians to safely cross South Street.





Sketch Impression of a Better Defined and Safer Bath Grounds Entrance



Lit Up Wall Sign



Gateway Entrance



Signage at Entrance



Formal Pedestrian Crossing



High-Quality Paving

3.8 Market Street

As previously mentioned, Market Street is dominated by vehicle traffic and parking with 2 lanes of each. This doesn't encourage dwell time or a pedestrian-friendly atmosphere. The parking spaces are not defined; this means that larger gaps are often left between vehicles, reducing the street's productivity. We noted on the day of our visit that there were approximately 24 vehicles on the north side of the street and 23 on the south side. These parking lanes are interrupted by Bus Stops and crossing points. It is proposed to increase these breaks to introduce public seating, and bring trees into the town centre- linking the Town with the surrounding National Forest area.

- Formalise areas of on-street parking with defined spaces
- Create build-outs for public seating, cycle parking and trees
- Link the town to the wider landscape of the National Forest















01. Planting Islands along the Road
02. Street Parking with Trees
03. Outdoor Cafe Seating
04. Active Shop Frontages
05. Street Trees

In order to improve functionality, as well as user experience, the existing parking locations either side of the two way street have been adapted accordingly. By utilising the existing space, parking has been rationalised through well defined spaces and show appropriate resurfacing. Due to the current informal nature of the parking along Market Street it is envisaged that this proposal would only affect a very small proportion of the overall quantum of available parking. These are separated by pavement build-outs, dedicated to pedestrians and planting. These spaces are now utilised for seating, encouraging dwelling and improving accessibility. Furthermore, mature trees are introduced in these areas, improving green infrastructure and linking the town centre to wider landscape of the National Forest.

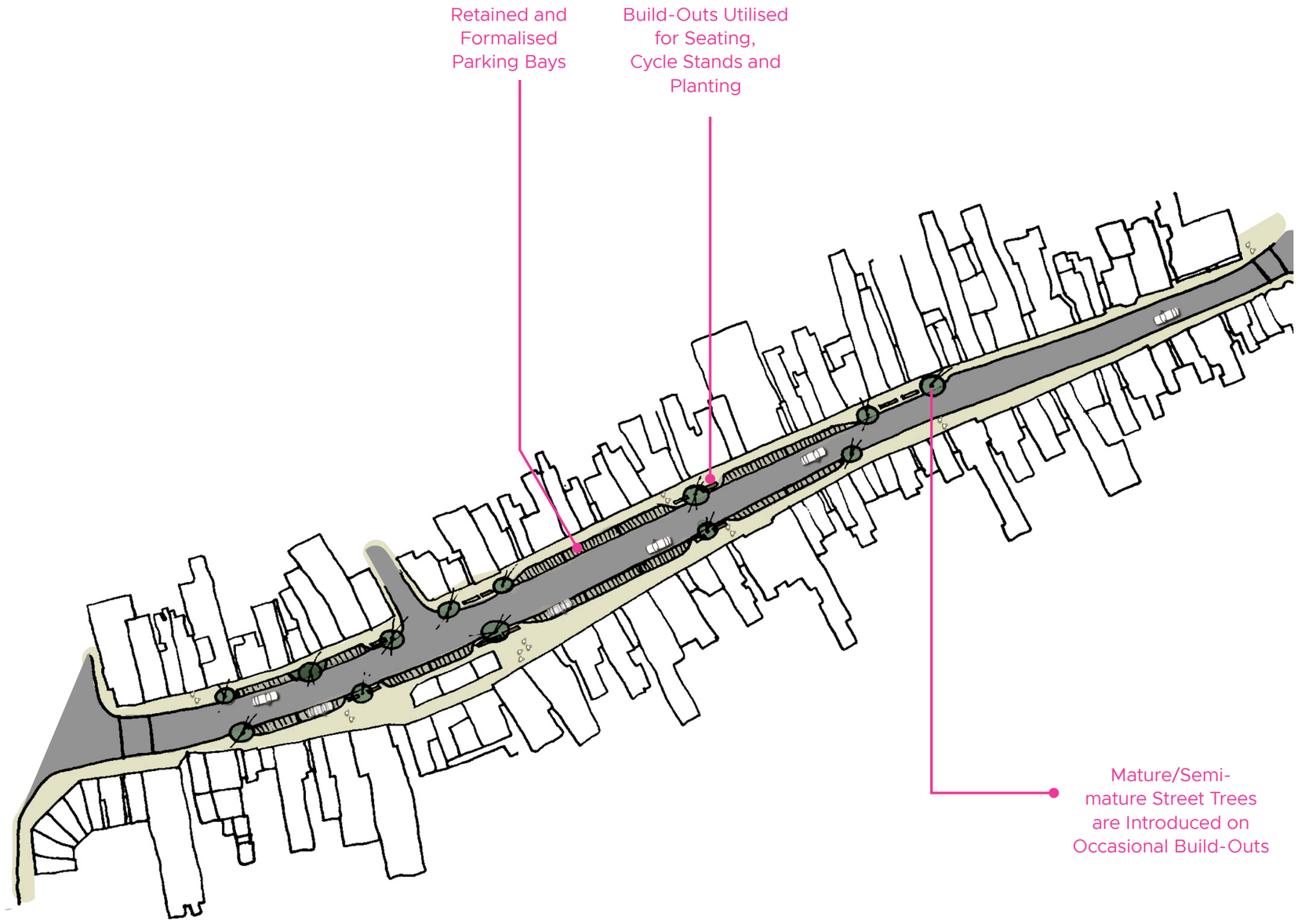
- Formalised and resurfaced parking spaces
- Improved pedestrian access for users and businesses alike
- Introducing mature street trees and linking the town to its surrounding context

Public Consultation: Market Street - 74% Support

- Strong support for more trees and planting to create a more attractive town centre.
- Improved public spaces, with seating and cycle parking is desired, with locals supporting future active travel opportunities.

- Loss of convenient on-street parking, particularly its potential impact on businesses and accessibility.
- Concerns that changes to the carriageway and parking layout could impact traffic flow and congestion.

- The concept has been refined to retain and formalise on-street parking, while improving pedestrian experience.
- The layout balances additional planting and public realm improvements with access, servicing and the flexibility required.



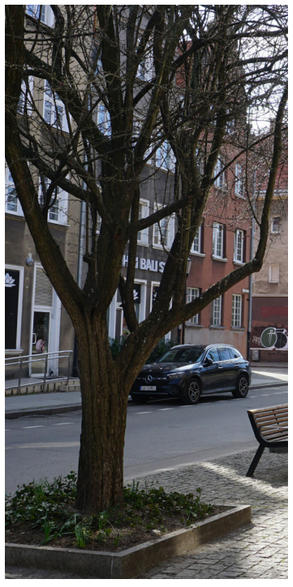




Sketch Interpretation of Market Street with Increased Planting and Public Realm



Formalised On-Street Parking



Mature Street Trees



Vehicular Paving for Parking Bays



Build-outs for Increased Public Realm



Timber Ashby Bench

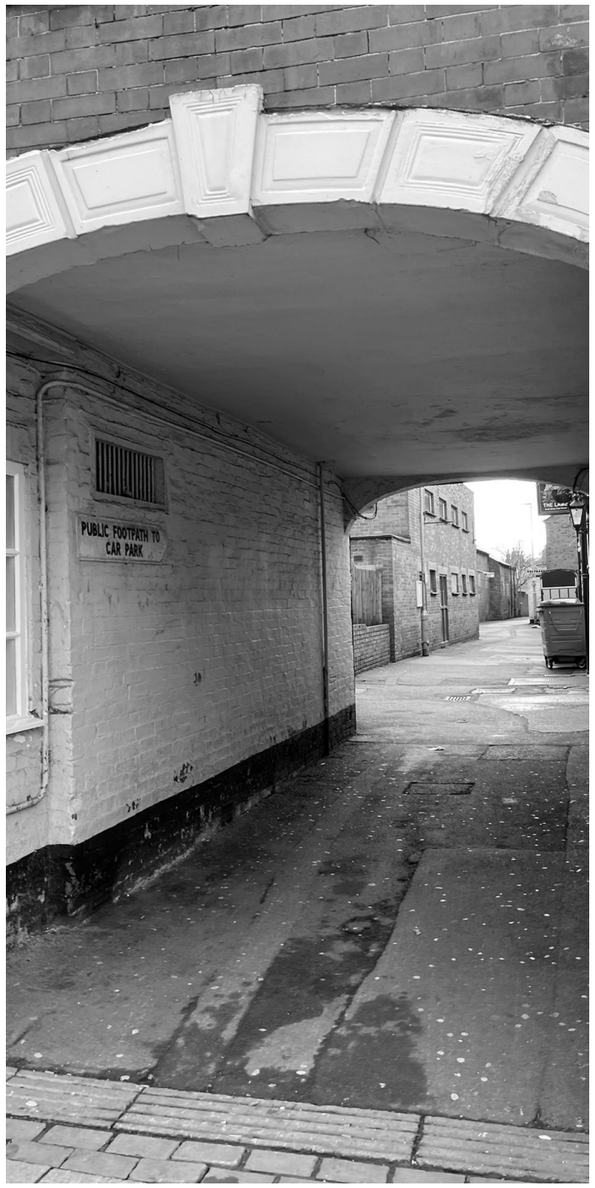
3.9 Jitties

There are many jitties in Ashby; these mainly run north-south, linking North and South Street respectively to Market Street. There is a wide variety of conditions and roles for these jitties, from wide social spaces such as Ruston's Yard to narrow shortcuts like Court 14. Many of these alleys have shops/ homes, and businesses situated along them. This makes it difficult for both the visitors and locals to find some of these premises. Therefore,, as part of this proposal, we suggest a small design guide to help Ashby smarten up and align the design language across all the jitties.

- Classify the jitties according to their use and width
- Propose some design codes which help upgrade some of the jitties
- Introduce ground signage along Market Street, directing people to the jitties.

Public Consultation: Jitties - 86% Support

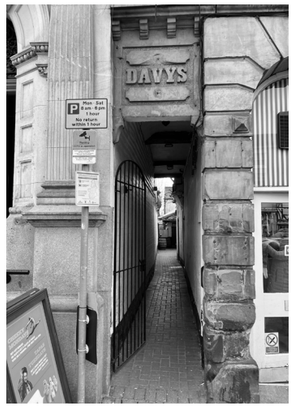
- Residents supported enhancing Ashby's distinctive historic alleyways and celebrating their individual character.
- Improved signage, wayfinding and lighting contribute to making businesses and routes more visible and welcoming.
- Improvements should respect the heritage and individual identity, rather than creating a generic treatment.
- Concerns about parking and business servicing.
- The concepts are entirely based on celebrating the heritage and unique character of these features, while the design code helps with the overarching vision.
- Improvements focus on wayfinding, lighting, surfacing and visibility, while recognising existing access and operational requirements.







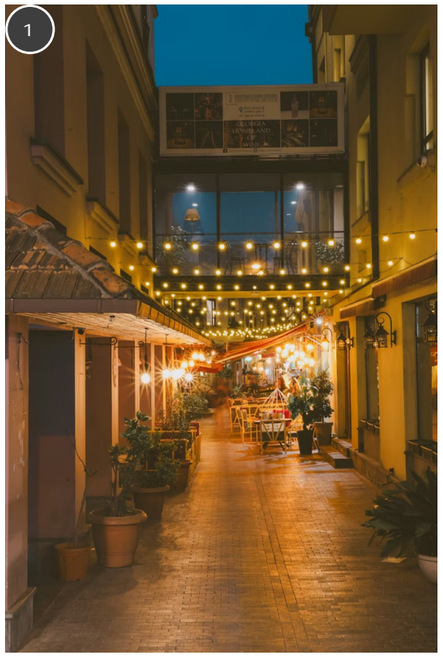








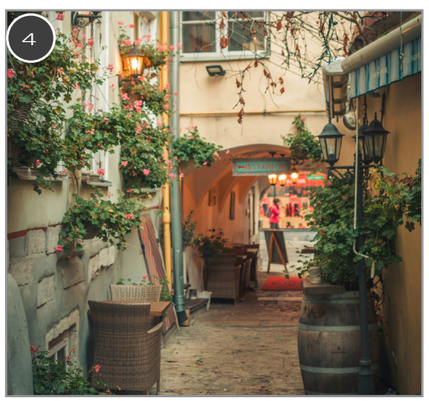


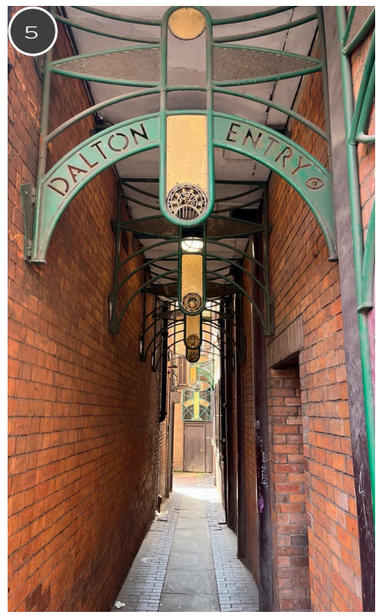


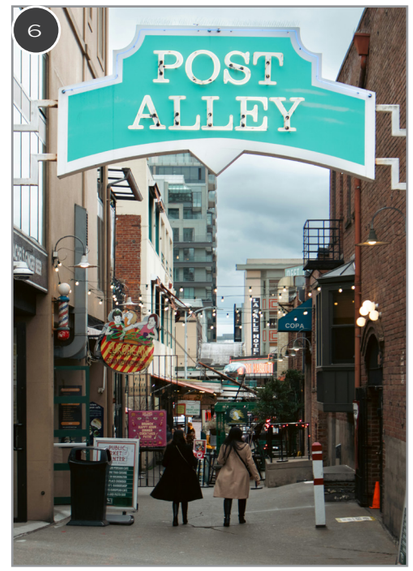


01. Alleyway Social Opportunities
02. In ground directional detail, Shakespeare's New Place
03. Roundel Detail, City Quays Gardens
04. Alleyway with planting
05. Alleyway signage
06. Alleyway signage and activation







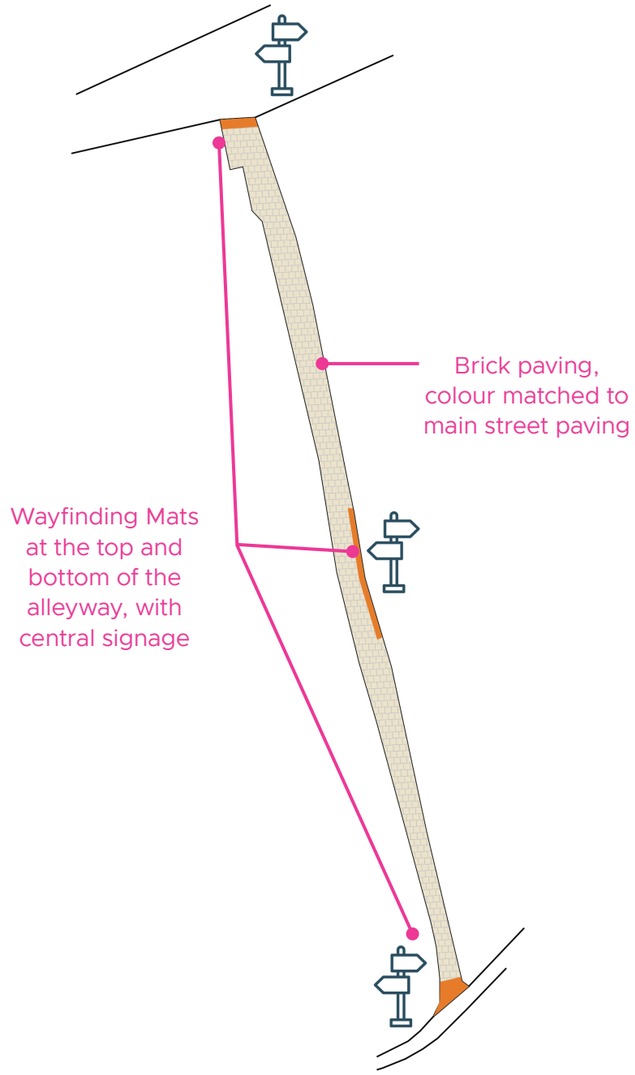


The jitties have been classified according to width, current use and potential for development. These categories have been split as following:

- Dwell Jitty: Jitties/alleyways which like Rushton Yard can become destination and lingering spaces. These opportunities would be facilitated through the introduction of lighting, planting and seating. This would not only be beneficial for the residents, but also the businesses established along these pedestrian routes. The jitties identified for this category are Rushton Yard, offering a great precedent for future developments, The Courtyard, Lambs Yard and Mill Lane Mews.
- Compact Jitty: This category identifies alleys that may not be suitable for additional planting and seating, but offer great opportunities to showcase local art, include temporary installations and generally bring these historic landmarks back to life. Some examples of eligible jitties are Huntingdon Court, 100 Market Street, Court 14 and Pass Courtyard.
- Passage Jitty: The final and smallest of the categories, however just as important for the local fabric and identity. These narrow alleyways will contribute to the improvement of the town centre's safety and pedestrian legibility. Passage jitties include Union Passage, Court 17 and a few other narrow routes off Market Street.

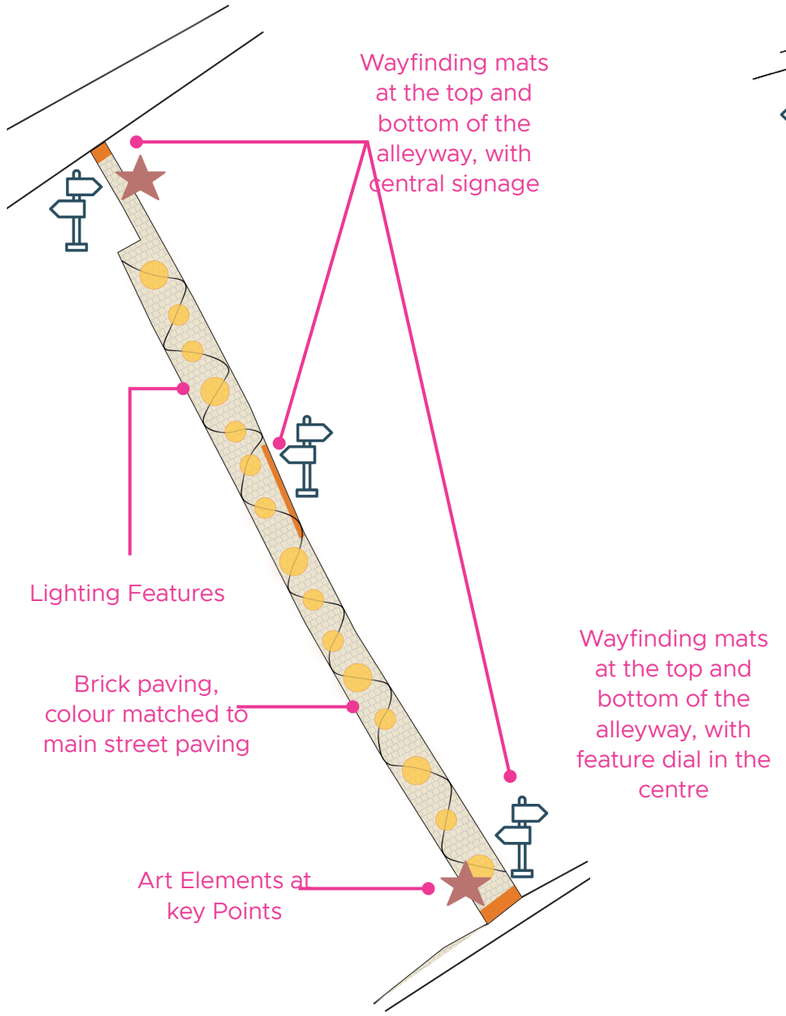


Passage Jitties



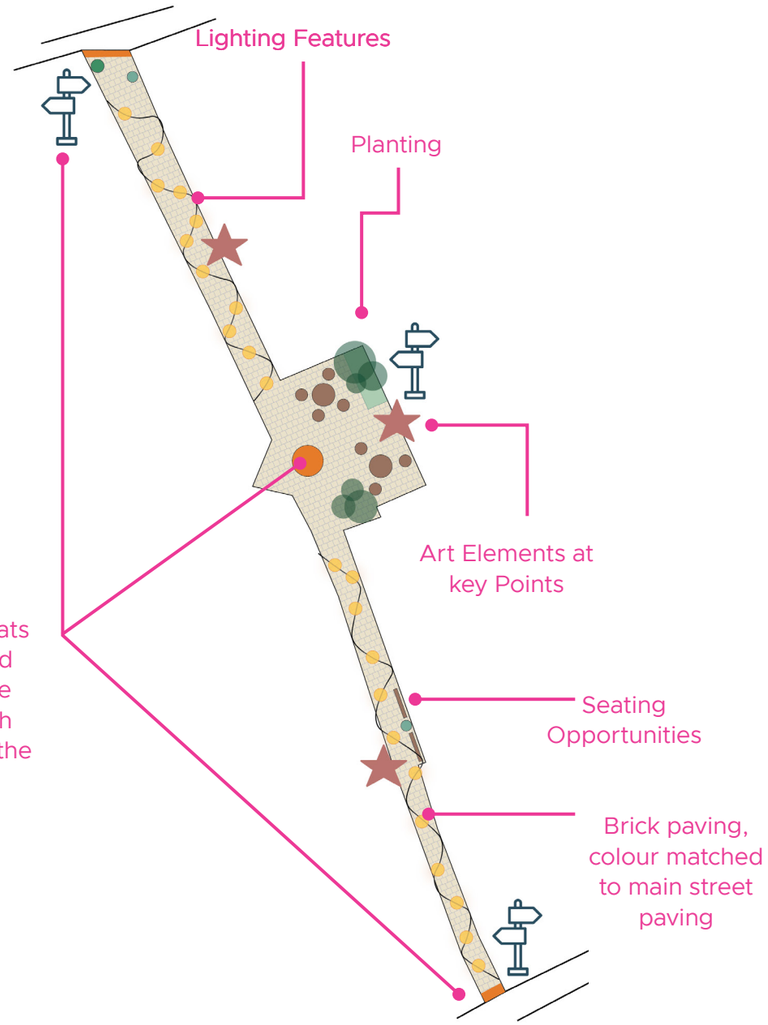
Key Features: Surface Upgrades & Signage and Wayfinding Mats

Compact Jitties



Key Features: Surface Upgrades, Signage and Wayfinding Mats, Lighting and Opportunities for Public Art

Dwell Jitties



Key Features: Surface Upgrades, Signage and Wayinding Bands, Lighting, Opportunities for Public Art, Planting & Seating

4.0 Public Realm Palette

This chapter establishes a coordinated approach to materials, street furniture and soft landscape elements. The palette has been developed to respond sensitively to Asby de la Zouch's historic character, while providing a robust, accessible and timeless public realm. Consistent materials and detailing will help strengthen the identity of the town centre and create a cohesive charater across the individual project areas.

4.1 Hard Landscape

The hard landscape palette should provide a consistent and high-quality public realm across the town centre, while responding sensitively to Ashby de la Zouch's historic character. Materials should be robust, durable and appropriate for their intended use, with a restrained palette used consistently across the individual project areas to create a cohesive identity.

High-quality concrete block paving should form the principal pedestrian surface, complemented by natural stone and feature paving at key spaces, gateways and crossing points. Changes in material, unit size and laying pattern should be used to define movement routes, thresholds and areas of pedestrian priority without creating unnecessary visual clutter.

Feature materials, including clay paving and mosaic elements, should be focused at key gateways and focal spaces, providing opportunities to express local identity while remaining complementary to the wider town centre palette.



P1 - High Quality Concrete Blocks
Type: Block Paving to Match Existing
Size: Various
Colour: Buff/Grey- to match existing
Use: Main paving (Existing to be replaced with P1 at the end of life cycle) and Event space (in large format)



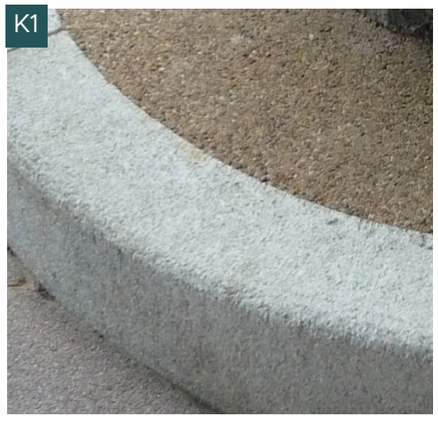
P2 - High Quality Concrete Cobbles
Type: Concrete Block Paving
Size: 1oo x 100 x 80 mm
Colour: Buff/Grey
Use: Accent Paving



P3 - Natural Stone Paving
Type: Natural Stone Cobbles
Size: 100 x 100 x 80 mm
Colour: Buff/Grey Mix
Use: Crossing Points



P4 -Vehicular Paving
Type: Concrete Block Paving
Size: 200 X 100 X 80 mm
Colour: Buff/Grey
Use: Parking Bays, Bath Grounds Entrance



K1 - Conservation Kerb
Type: Concrete Upstand Conservation Kerb
Size: 255 x 145 mm
Colour: Silver
Laid: 100 mm Upstand



P5 - Mosaic Art
Type: Pebble Mosaic Interpretation Feature
Size: TBD
Colour: TBD
Use: Gateway Features



P6 -Mosaic Paving
Type: Natural Stone Pebbles
Size: Various
Colour: Beige/Buff/Grey Mix
Use: Planted Oval Accent Edge



G1 -Pave-over Tree Grille
Type: Recessed Tray Tree Grate
Size: TBD
Material: Mild Steel
Use: Street Trees

4.2 Furniture

The street furniture palette should establish a coordinated and consistent character across the town centre, building upon the existing Ashby-de-la-Zouch Town Council palette and guidance. Existing furniture types, including the timber bench (F1), bins (F3) and signage (F4), should be retained and used as the baseline for new interventions where appropriate.

New furniture should complement this established palette through a consistent use of timber and powder coated metal, providing a contemporary but sympathetic response to the historic town centre. Variations in seating type may be introduced at key public spaces to support different patterns of use, including informal seating, social gathering and longer dwell times.

F1



F2



F3



F4



F5



F6



F7



F8



F1 - Timber Bench

Type: Ashby Logo Timber Bench
Material: Timber
Colour: Untreated
Use: Public Realm

F2 - Curved Timber Bench

Type: Curved Timber Slats Bench with Powder Coated Frame
Size: Bespoke length x 450 x 655 mm
Material: Hardwood and Powder Coated Steel
Colour: RAL TDB
Use: Eastern Gateway

F3 - Bins

Type: Ashby Derby Bin
Size: Standard Sizes
Material: N/A
Colour: RAL TBD
Use: Public Realm

F4 - Signage

Type: Ashby Signage & Wayfinding Boards
Size: As Existing
Material: Powder Coated Metal
Colour: RAL TBD
Use: Public Realm

F5 - Planters with Integrated Seating

Type: Timber Seat and Planters (with backrests in the middle for double sided use)
Size: Bespoke length and width x 450 mm
Material: Timber and Powder Coated Steel
Colour: RAL TBD
Use: Bath Street Monument Public Realm

F6 - Outdoor Cafe Seating

Type: Steel Cafe Table and Chairs
Size: 775 mm H (Table) and 450 mm (Chair)
Material: Powder Coated Steel
Colour: RAL TBD
Use: Bath Street Monument

F7 - Cycle Parking

Type: Sheffield Cycle Stands
Size: 800 mm x 715 mm
Material: Galvanised Steel
Colour: N/A
Use: Market Street

F8 - Mosaics to Rear of Sigange

Type: Art Features to the Rear of Signage Boards
Size: N/A
Material: N/A
Use: Public Realm and Parks

4.3 Soft Landscape

The soft landscape strategy will introduce a robust and attractive planting palette that complements the character and function of Ashby's public realm. The species illustrated provide an indication of the proposed planting character, with final selections to be developed through detailed design.

The tree species shown have been carefully selected for their compact form and suitability for streetscape planting.

Shrubs and herbaceous planting should be hardy, low-maintenance and suitable for urban conditions, with species selected to perform well alongside pedestrian routes, streets and public spaces. Planting should provide seasonal interest, structure and colour while supporting biodiversity and pollinators.



Acer platanoides 'Columnare'



Platanus × hispanica 'Tremonia'



Prunus 'Sunset Boulevard'



Liquidambar styraciflua



Acer campestre 'Streetwise'



Lavandula angustifolia 'Hidcote'



Potentilla fruticosa 'Elizabeth'



Sedum 'Autumn Joy'



Sarcococca confusa



Mahonia ‘Apollo’



Bergenia ‘Silberlicht’



Geum ‘Totally Tangerine’



Centranthus ruber ‘Albus’



Geranium ‘Rozanne’



Erica ‘Jenny Porter’



Ceanothus thyrsiflorus var. repens

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