

# **Redevelopment of Speightstown to Enhance Commerce and Spur Development in the Northern Sections of Barbados**

## **1.0 Background**

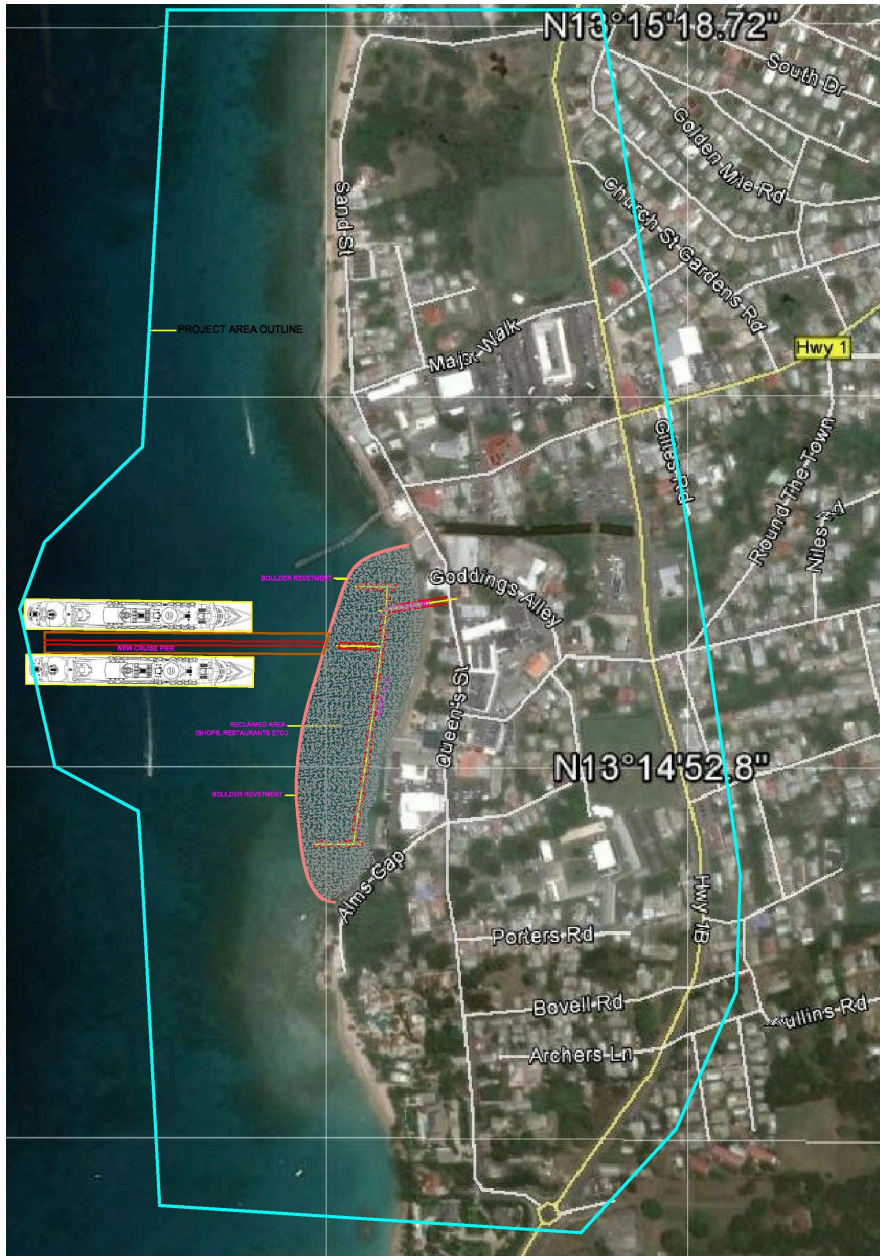
In the mid 1980's at the end of the construction of Heywoods Holiday Village just north of Speightstown, a Speightstown Redevelopment Plan was conceptualised. With a change in government in 1986 further development of this plan never materialised. The closure of the Heywoods Village together with other economic factors had significant negative consequences for the north of Barbados in general and Speightstown in particular.

This new conceptual design, which draws heavily on the original design with notable updates and additions, aims to present a plan which can stimulate significant economic development in the north and add to the overall economy of Barbados.

## **Location and Description of Development Area**

Figure 1 shows the outline of the area being considered for redevelopment. The north boundary of the area is the road directly south of Heywoods Holiday Village and the southern boundary is the roundabout near Bellerive. The eastern boundary is a line approximately 100 metres east of the Speightstown Bypass road while the western boundary is at the coastline and extends a distance into the sea.

The area is built up with commercial activity, schools, churches, restaurants, a bus terminal and residential buildings. There is a green area in the northern section with a playing field and a wooded section. A substantial canalised watercourse runs through the centre of the area in a westerly direction. It is crossed by bridges on the Bypass road and on Queens Street. Several restaurants and other commercial enterprises are located directly on the water's edge and much of the coastline is protected by boulders (Photo 2).



**Figure 1: Speightstown Redevelopment Area**

Existing Physical Conditions at the Site

Photos 1-3 show the existing conditions at the seaward side of the proposed site. The difference in elevation between the eastern boundary of the development area and the western boundary varies between 10 and 20 feet (3 to 6 metres). There are several secondary roads between the Bypass road and Queens and Sand streets. Major Walk is the furthest road running east to west on the northern side while Archers Lane is to the south.

There is a cove between Major Walk and Alms Gap. At the deepest point the cove measures approximately 105 metres (350 feet) deep and is 550 metres (1800 feet) long. An existing jetty is located in the northern section of the cove just off Church Street. The jetty is approximately 110 metres (360 feet) long. At the present time the jetty is in an advanced state of disrepair and not in use.



**Photo 1: Photo of the overall development area from the south.**



**Photo 2: Northern section of the site.**

Photo 1 shows the extent of the western (seaward) section of the site from the south. This is where the major portion of the development is proposed.

Photo 2 shows a close up of a section of the north half of the cove with extensive boulder shore protection. The clock tower of St. Peter's parish church is also visible in the background.

Photo 3 shows the near shore area from the south with the jetty in the background.



**Photo 3: Section to north showing existing jetty.**

## **2.0 Main Objectives of the Plan**

The primary objectives of the Speightstown Redevelopment Plan are:

1. To spur economic development in the north of the island as the major component of an overall North Development Initiative.
2. To reduce congestion at the Bridgetown port in particular and Bridgetown in general.
3. Revitalisation of historic Speightstown.
4. The pier will serve as a backup port in the event of a natural disaster or other catastrophic event rendering the Bridgetown unusable or with significantly reduced capacity.

5. To provide additional visitor offerings.

### **3.0 Components of the Development Plan**

#### **3.1 Component A: Reclamation and Cruise Pier**

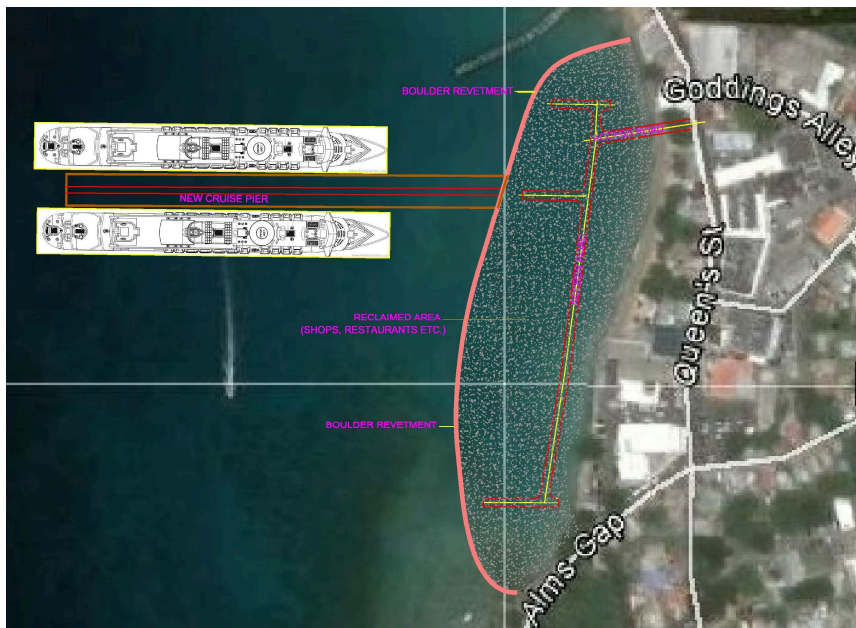


Photo 3.1.1

Component A is the major component of the Development Plan. It includes a section of reclaimed land as well as a new pier. The reclamation is located between the headland at Alms Gap in the south and Fisherman's Pub in the north. It measures approximately 375 metres long and extends 100 metres from the shoreline into the water (Photo 3.1.1). The total area of the reclamation is approximately 35,000 square metres (8.7 acres). The seaward edge of the reclamation is protected by a boulder revetment.

The new pier extends from the seaward side of the reclamation approximately 300 metres into the sea. This pier will be able to berth small and medium sized cruise ships (up to 250 metres long and 9 metre draught). Inter-island vessels can also be accommodated.

The new reclaimed area allows for cruise landing facilities, shops (duty free etc.) waterfront dining facilities and other commercial activities.

Access to the reclaimed area is off Queen's St.

### Component B: Sewerage System

The Plan developed in the 1980's had, as a component, a sewerage system to service the entire area. Speightstown is already a heavily built-up area and any further development will only increase the density. A properly designed and operated sewerage system is seen as a necessity in any future development on the scale envisaged in this design concept. It is therefore recommended that such a system be implemented.

The system will have a main sewer running along Queens St. and Sand St. from the roundabout in the south to just south of Heywoods resort in the north.

Secondary sewers off the main sewer will be located along all of the access roads between the bypass road and Queens St./Sand St. The length of the main sewer is approximately 1,400 metres while the total length of the secondary sewers is 3700 metres. The diameter of the main sewer vary from 200mm to 350mm and the secondary sewers from 150mm to 250mm.

### Component C: Drainage Improvements

Speightstown has, on several occasions, suffered extensive flooding. A major watercourse has it's source near Rock Hall on the St. Peter/St. Andrew border and enters the sea directly north of Fisherman's Pub. There are two main bridges on the watercourse in Speightstown on the bypass road and on Queens St. Trees and other large objects have, on occasion, blocked the watercourse at the bridges especially at the bypass road. This results in overtopping of the bridge with significant water flowing towards Church St. and Chapel St. and subsequent flooding of downtown Speightstown.

Component C addresses this problem together with any other drainage problems encountered in the project area.

### Component D: Buildings Restoration

At present there are several empty buildings in the Speightstown area. Some of these appear to be abandoned and are in a state of advanced disrepair and are likely to be structurally unsound. There is an urgent need to address the issue relating to the state of these and other buildings in the area. This would include:

- Demolish structurally unsound buildings as these pose a health and safety hazard.
- Renovations/refurbishment of dilapidated structures to accommodate future tenants.
- General facelift of other buildings in the area.
- Restore buildings of historic significance to a state matching the original.

### Component E: Traffic Management Plan

The roads in Speightstown, especially many of the secondary roads are narrow. This often results in traffic congestion during busy periods. The proposed development is likely to add significantly to this problem. It is, however, felt that the existing ambience of the town needs to be preserved and this would include maintaining the roads in their present configuration.

In order to move traffic, both vehicular and pedestrian, through the town in an efficient manner a traffic study leading to a comprehensive traffic management plan should be undertaken. This study would take into account the increase in traffic movement arising from the new developments, especially visitor traffic. The plan could incorporate aspects such as one way traffic, traffic restrictions at certain periods, a shuttle service for special events etc.



## BENTLEY R NORVILLE

INFRASTRUCTURE & ENVIRONMENTAL ENGINEERING CONSULTANT

### **Bentley R Norville MSc**

Registered Professional Engineer

3 Crusher Site Road  
Prospect  
St. James BB24012  
Barbados W.I.

Phone: 246-624-9406  
Mobile: 246-826-0275  
E-mail: [bentleynorville@yahoo.com](mailto:bentleynorville@yahoo.com)  
[bentleynorville@gmail.com](mailto:bentleynorville@gmail.com)  
Skype: engbentleyn

2018-02-28