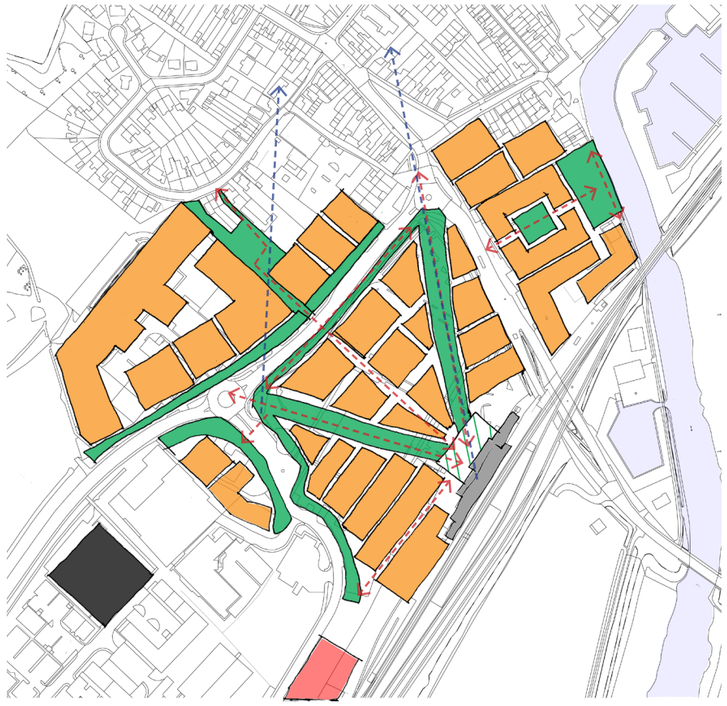
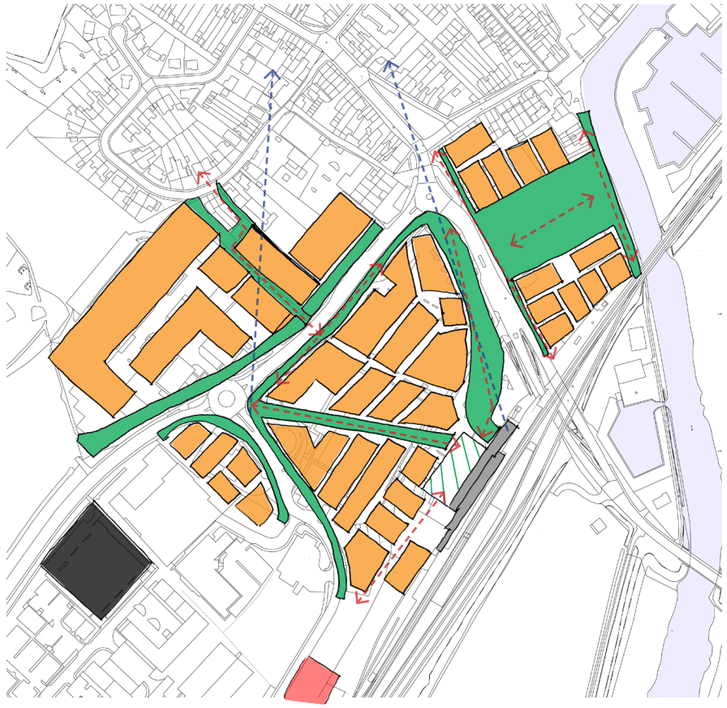
cont. Potential Alternative Options for development and place-making at Station Gateway



Option A

Option B

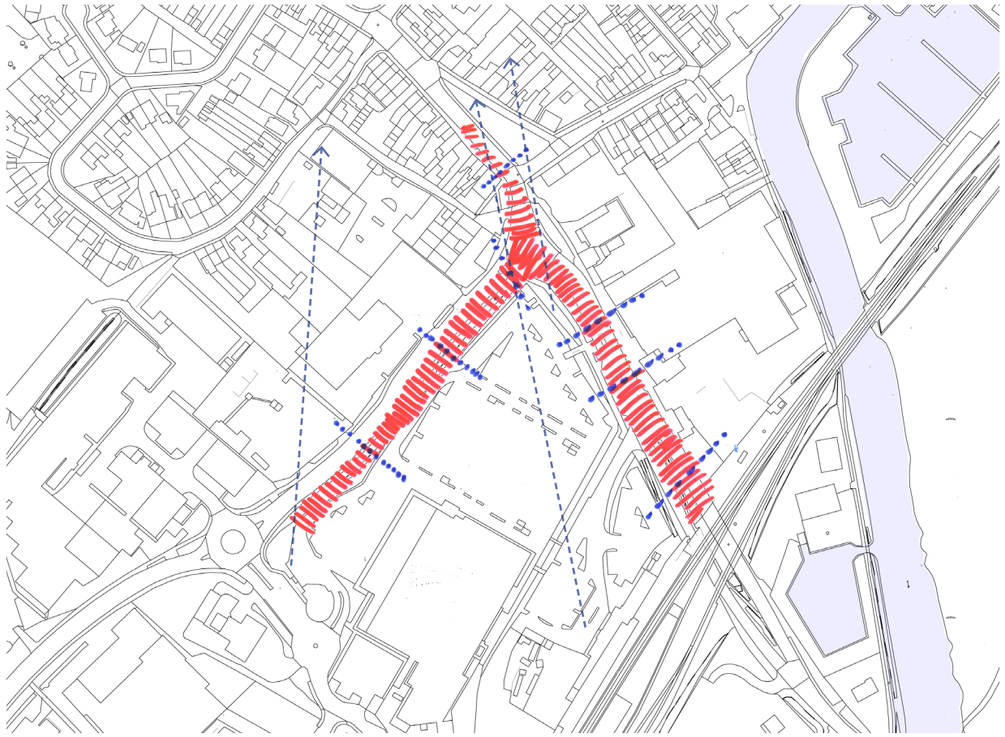


Option C

Key

- possible additional office/business development
- potential multi-storey station car parking
- redesigned/re-landscaped station forecourt
- proposed newly created open green amenity spaces/pathways
- proposed mixed use development districts - residential/office/small retail-service/leisure/ hospitality etc. uses - with active ground floors and public spaces where possible; to be developed in detail in the study
- train station
- main pedestrian access routes
- main Cathedral viewing points/corridors

5.8 Pedestrianised Areas



Key

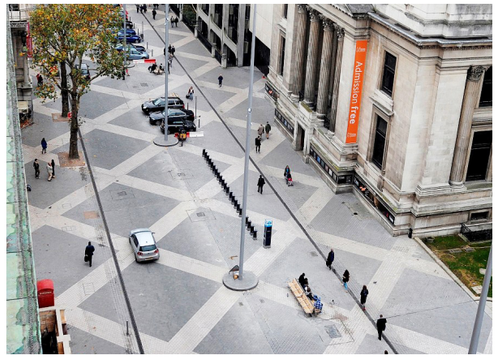
- potential pedestrian crossing
- proposed pedestrian friendly/shared space
- view to Cathedral

The proposed new development promotes pedestrianised areas. As the bypass will take much of the traffic from Station Road and Angel Drove these streets have the potential to become more pedestrian friendly. A potential approach is the concept of shared space. In shared space the pedestrian has greater rights of way, almost on equal parts with vehicles.

Another type of street is a living street or home zone designed primarily with the interests of pedestrians and cyclists in mind and as a social space where people can meet and where children may also be able to play legally and safely. These roads are still available for use by vehicles, however their design aims to reduce both the speed and dominance of motorised transport. This is often achieved using the shared space approach, with greatly reduced demarcations between vehicle traffic and pedestrians. Vehicle parking may also be restricted to designated bays

The possible levelling of paths and road could allow for increased permeability between the river side and the Station, preventing the Station Gateway site from becoming three separate islands.

Pedestrian crossings will be increased for permeability and connectivity, promoting a holistic development, with access points to green corridors leading to Cathedral, river and shopping areas.



Exhibition Road, London
The aim was to create an area where vehicles and people could exist harmoniously while increasing permeability and connectivity. Pedestrian areas are distinguished from vehicle areas by drainage and raised tactile panels. Bicycle racks, bench seats, car parking and trees also help to separate pedestrians from two-way traffic without forming a permanent barrier. The flat surface increases access for those in wheelchairs, with push chairs or using mobility scooters.

New Road, Brighton
This scheme is an external public space which is situated at the heart of the city's Cultural Quarter. It provides access to a range of shops, restaurants, businesses, residences, and significant historical destinations. The shared space scheme has transformed a traditional, motorist dominated street into one where pedestrians are able to move freely over the whole area and have priority over other users. Attractive features such as bespoke seating and lighting has improved the experience of many people who use the area.

Ely Cathedral, Ely
With this scheme the road instead of tarmac is set with granite blocks, while the main area for pedestrians has large smooth flagstones. This flat surface gives greater access for those with reduced mobility. The pedestrian area in front of the Cathedral is quite wide allowing for people to mill out around the building. There is only a slight level difference between the 'path' and the road, this is reinforced by the row of metal bollards.

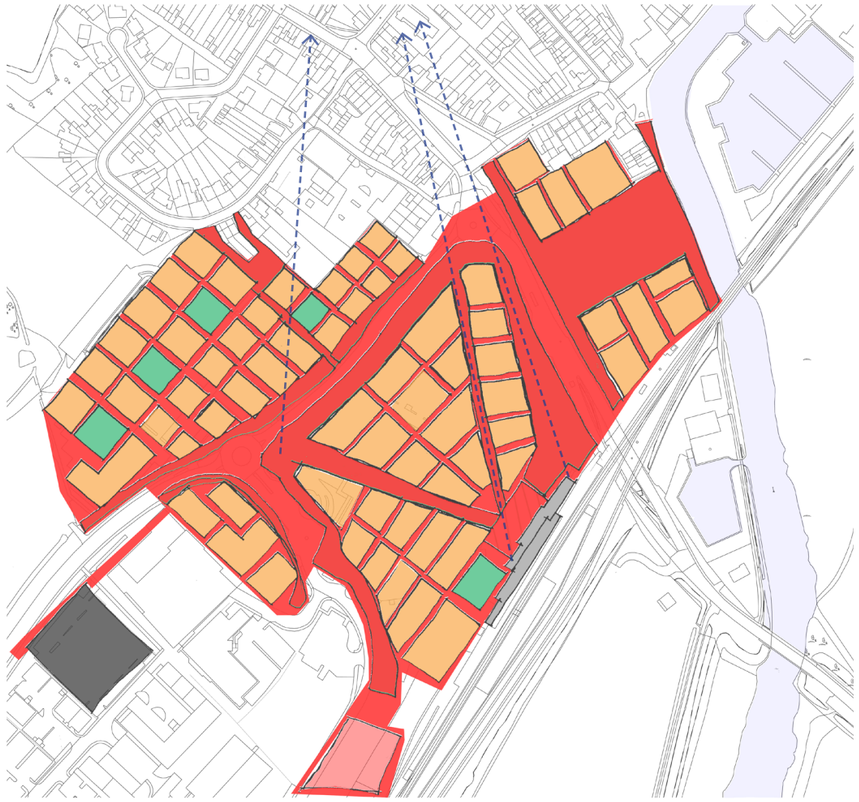
5.9 Pedestrian Permeability Option B

The proposed Option B creates high levels of pedestrian permeability, between proposed mixed use development units, train station, proposed green amenity areas and the River Ouse.

Some of these access routes will be shared spaces with vehicles others predominantly pedestrians and cyclists. The routes should be lined with greenery or in many cases traverse the proposed green amenity areas, thus creating exciting routes to walk that also frame the important vistas of the Cathedral and river.

There are many potential options for the ground surface treatments. A mixture of materials could be used to signify different areas, example cycle track, pedestrian route, playground and nature trail.

Option B



Key

- possible additional office/business development
- potential multi-storey station car parking
- redesigned/re-landscaped station forecourt
- proposed newly created open green amenity spaces/pathways
- proposed mixed use development districts - residential/office/small retail-service/leisure/ hospitality etc. uses - with active ground floors and public spaces where possible; to be developed in detail in the study
- train station
- possible pedestrian permeability across site
- view to Cathedral

Jubilee Gardens, Southbank, London
The footpaths use two finishes to the granite blocks; sawn and rough hewn. The sawn granite blocks provide a smooth running surface at the centre of the paths, the rough hewn granite blocks make up the rest. The contrast provides a subtle and pleasing change in ground texture. At the edges of the paths, shallow dished channels are constructed of rough hewn granite blocks to channel surface water to gullies.

Rubber Anti-Slip Path
Rubber paths provide a safe way to transit through green areas when on a bicycle, using wheel chair or mobility scooter.
The rubber can come in different colours to designate areas of different interest for example a children's play area. The path itself can be made from recycled rubber that is porous for drainage and also long lasting in regards to maintenance.

Non-Masonry Path
These paths have an organic quality to them. They are composed of fine gravel, decomposed granite or stone dust. Other materials can be used, such as bark mulch, although the latter is obviously less durable than a product such as stone dust and will need to be replaced frequently.

5.10 Potential Option

key focus nodes - river, business park, city centre, north to the Cathedral

Key

- circulation
- proposed newly created open green amenity spaces/pathways
- proposed mixed use development districts - residential/office/small retail-service/leisure/ hospitality etc. uses - with active ground floors and public spaces where possible; to be developed in detail in the study
- key focus nodes
- River Ouse

6.0 Precedence Studies

-
To begin looking for examples of urban development in a city of 15,000 with a site of 12.3 hectares where a transport hub and river are central to the development, Bath comes to the fore.

Bath Southgate Bus Depot by Wilkinson Eyre, lies between the new development of Southgate and the River Avon.

This bus station plays a prominent part in the development of Bath's new Southgate retail centre, and forms part of a wider interchange project encompassing Brunel's listed Bath Spa Railway Station which is being remodelled to rationalise passenger flows and improve the setting of the building. With the River Avon to the south, the redeveloped interchange will act as a threshold to the historic city of Bath to the north, listed as a UNESCO World Heritage Site, and is centred around the new Station Plaza which will link bus and railway stations. This public space acts as the key organiser for the interchange, controlling the disposition of the various elements of the scheme and reinforcing clarity for users.

Southgate Depot

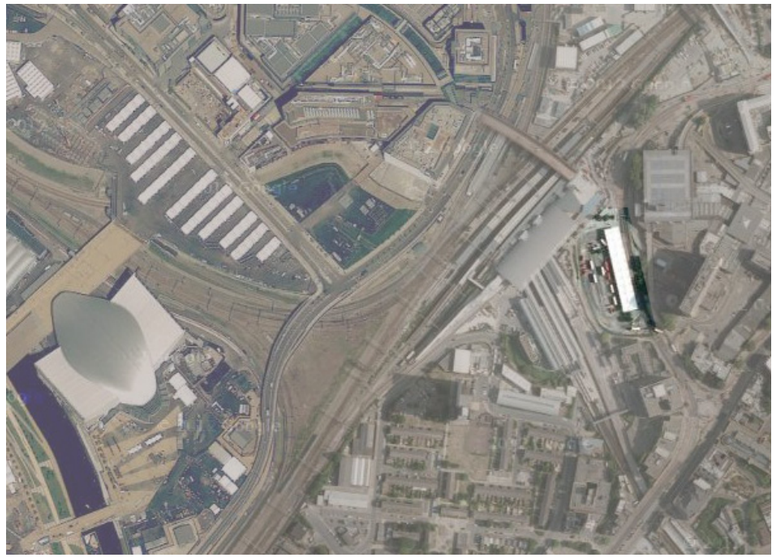
public space to the east of the depot aiding ease of travel

-
Stratford Bus Depot despite being located in a more urban area such as London, is significant as precedence in that it was local authorities that decided to take a brave step and turn their ageing and dull transport terminal into a forward-thinking and desirable place to wait for a bus.

A bold initiative by London Transport has resulted in an elegant solution for a busy bus interchange. The unusual and distinctive inverted canopies at the London station were designed primarily to protect passengers from the rain, and to encourage more and more people to use public transport.

The addition of a canopy, which forms part of a wider scheme to smarten up the London Transport system in general, is designed specifically to channel rainwater away from passengers into a drainage system at the bottom of each conic.

Lighting was an important component of the design. Each inverted conic is individually up lit using spotlights to turn the everyday location of a bus station into a landmark feature that the local authority could be proud of.



Stratford Bus Depot, proximity to International Station and Olympic Park

the illuminated canopies at night

proximity of Ijberg to central Amsterdam

utilising the waterfront access with balconies and access with pontoon

access to water, terraced for individual green areas

diverse housing types, contrasting use of materials

-

Ijberg, Amsterdam in The Netherlands is a significant example of a modern forward thinking development, incorporating transport hubs and water with a holistic approach to sustainable living. Ijberg is a group of islands that has been raised from the lake, with bridges and tram lines connecting each area. The design itself relates to the existing residential streets in Ely with its mix of different styles, and its general 2 - 3 storey layout.

Although Ijberg is a larger area of development looking at parts of it in detail would encourage a much more modern approach to design in Ely while remaining sensitive to what currently exists.

The development is mixed use creating homes and jobs. Schools, large green areas, bicycle storage, bicycle routes, access to water, recycling, electric power hubs for cars, car pooling, composting, and allotments to name a few issues have all been taken into account here.

Precedence Studies

An example of a successful development that incorporated good design practise is the RIBA Stirling Prize Winner from 2008 Accordia, cambridge by Fielden Clegg Bradley.
The whole scheme is about relationships: between private and public external spaces, providing a new model for outside-inside life with interior rooftop spaces, internal courtyards and large semi-public community gardens all at a high density.

The site is organized straddling a broad avenue with just the one entrance for residents allowed to the site by the planners. Houses and flats have good-sized, well-proportioned rooms with views out ranging from urban to rural pasture. There is plenty of variety in the house-plans too. Much of the construction was fabricated off site to increase speed of construction, reduce waste, and to improve site safety and environmental performance.

This is a Span-type housing for the 21st century, a post-Thatcherite development that is not afraid of communal aspirations and aesthetics. There is plenty of individuality in the flexible house plans (mews garages have often been turned into studios or offices, even granny annexes); there is privacy on (most of) the terraces and balconies; but there are village greens and strips of common land, cars are tamed not banned.

he development proves that good modern housing sells, that a committed local authority can have a very positive influence on the design. It has already won numerous awards: Housing Design Awards – overall winner (2006); Building for Life Awards: Gold Standard (2006); National Homebuilder Design Awards (2006); Civic Trust (2007). I

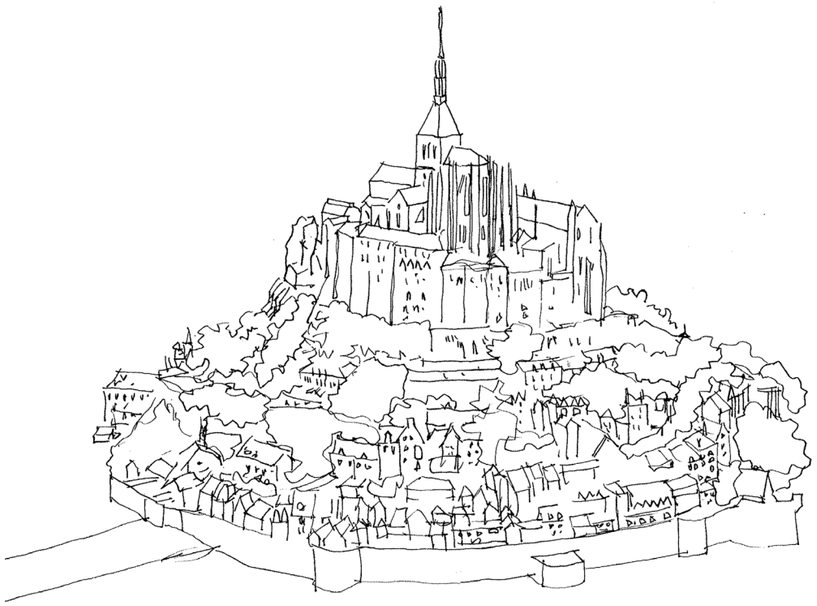
proximity of Accordia to centre of Cambridge

the private roof terraces and shared green space

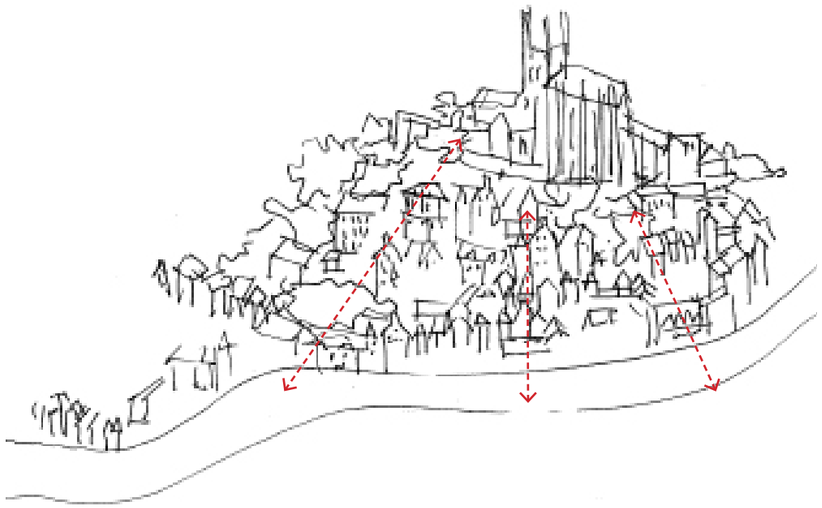
span type housing with internal courtyard

private roof terrace

6.1 Cultural Precedence



Mont-Saint-Michel



Ely

circulation

Mont-Saint-Michel is an ecclesiastical fortress on a rocky tidal island in Normandy, France. It is located approximately one kilometre off the country's north-western coast, at the mouth of the Couesnon River near Avranches. The island has held strategic fortifications since ancient times, and since the 8th century AD been the seat of the monastery from which it draws its name. The Mont-Saint-Michel and its bay are part of the UNESCO list of World Heritage Sites.

Mont Saint-Michel was previously connected to the mainland via a tidal causeway, this connection has been altered over the centuries. The coastal flats have been polderised to create pasture, and the Couesnon River has been canalised, reducing the flow of water and thereby encouraging a silting-up of the bay. In 1879, the tidal causeway was converted into a raised or dry causeway. This prevented the tide from scouring the silt around the mount.

The French government funded a project to build a hydraulic dam to help remove the accumulated silt deposited by the rising tides, and to make Mont-Saint-Michel an island again. The project also included the removal of the causeway and its visitors car-park to be replaced by a light bridge, allowing the waters to flow freely around the island, which will improve the efficiency of the now operational dam, and a replacement car-park on the mainland. Visitors will use small shuttles to cross the future bridge which will still be open to pedestrians and unmotorised vehicles.

Mont-Saint-Michel is significant topographically in reference to Ely, as the latter was also an island until the 17th century when the fens was drained. Mont-Saint-Michel feeds off the Couesnon River, Ely the River Ouse. Both have strong historical backgrounds, Ely as a city was founded in 673 AD by Etherleda the Abbess of Ely, at Mont-Saint-Michel the monastery was founded in 703 AD by St. Aubert, Bishop of Avranches