

Where the level is more in line with the level of the park there are clearly further opportunities for broad crossings to new potential development opportunities on its southern side (these would require relocation of existing industrial units). These developments would be in an important location. There are possibilities to give these developments good connections to the park and to the local communities. Furthermore the area has the potential for public or community uses as part of these locations which would bring activity to the boulevard and create further gateway landmarks.

There is an opportunity to rethink the park itself and create a landscaped public open space in keeping with its gateway position.

8.3.2 Area B : At the narrowest point:

At the narrowest point the road passes between and very close to St.Jude's residential area (Knighton Road) and the East End to the south. The buildings at this narrow point to the south on Desborough Lane are mostly small employment units, but there are also residential streets in close proximity in the eastern side of Desborough Road. It is proposed that at this point pedestrian and vehicular use is separated for a short length and that the road is bridged. There is the possibility for a high quality green link and/or development over the road providing a high quality route. Because the existing terraces back onto the space at present it will be important to provide development which ensures the new route which is overlooked by quality frontage.

Further investigations will clearly be needed to test the concept's structural feasibility and especially to ensure that a solution is workable and appropriate to the surroundings. The removal of the work units to the south of the existing railway may be necessary to achieve this. A further possibility may involve their removal and relocation in order to avoid the need for a covered section of road and to create an open and active boulevard along the full length of the route.

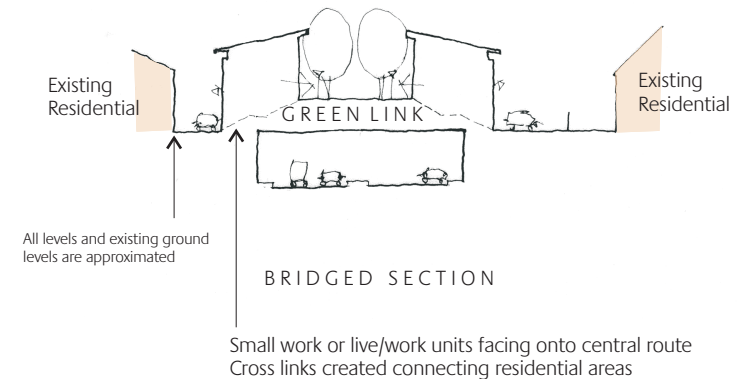


Figure 8.7: The Boulevard Indicative Section Area B, showing potential to bridge the road at narrowest point.



The new linking route over the road must be well integrated into the surroundings and well overlooked.

08 Development Phasing

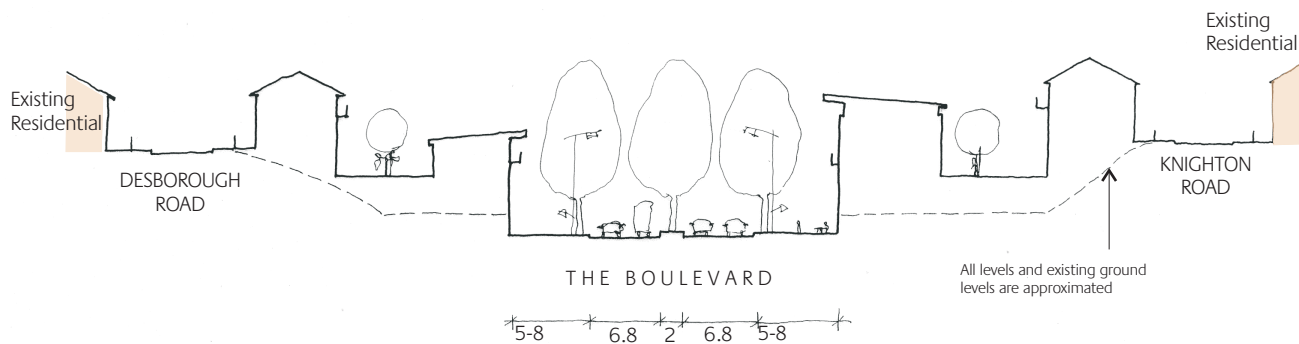


Figure 8.8: The Boulevard Indicative Section Area C, showing development facing the boulevard and integrated into surrounding areas

8.3.3 Area C: At the western end:

At the western end the railway cutting widens considerably allowing once more for a tree-lined boulevard with development fronting it on both sides. The level of the cutting will need to be lowered if the existing Tothil Road bridge is to be retained. Development will need to address the level changes to ensure the creation of successful streetscape both along the existing higher-level streets and along the new boulevard. A thorough public realm strategy would need to be in place to ensure that the environment is a pleasant pedestrian friendly environment. Active uses (leisure, small scale retail, food and beverage outlets etc) on the ground floor should be encouraged. There is likely to be a majority of commercial uses along this busy avenue but there is potential for a mix of residential and other uses. In the areas where the cutting is widest, considerable areas of land become available for development. The quality of these gateway developments will be very important.

8.3.4 Area D: Junction with Exeter Street.

The relocation of at least one commercial unit on Exeter Street (in Friary Retail Park) as the new boulevard joins Exeter Street is required. This arrival point in the city centre is close to Sutton Harbour and there is considerable potential to create an impressive central arrival point at this location. The setting of St. John's Church could be greatly improved by this. There would be considerable potential for an impressive gateway point, and new landmark buildings to mark the entry into the City Centre.

It is also the place where the main public transport routes and the main vehicular route into the City Centre come together.



Area D: The point where the boulevard arrives at Exeter Street would mark the final gateway point into the city centre



A tree-lined avenue meets a public transport corridor at Bismarckplatz, Heidelberg.