

# POSSIBILITIES FOR THE FUTURE: AN ACCESS FOCUSED APPROACH

## What are your preferences?

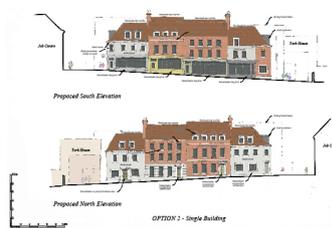
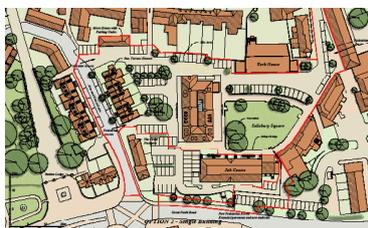
This version of Salisbury Square is also considered viable, but has different priorities. In pursuing redevelopment, we must try to build in flexibility to accommodate changes in mobility and lifestyle.

This scheme is based around increasing access to the square by constructing a road connecting Park Street to the Salisbury Square car park. This would result in a net loss of green space, but an increase in parking provision. It is proposed that the road would be a shared space, meaning that it can be used flexibly as a thoroughfare, parking, or be closed off to allow for a market or event.

We value your feedback and will draw upon responses when preparing a final proposal. After today's workshop we will review your comments and plan a clear way forward before rapidly pursuing fresh planning permission and implementation.

Both options presented here are viable, but these are not definitive schemes. It is likely that the final scheme will be a compromise, involving elements of both.

If you have any further questions, email Peter at [p.mitchell@gascoyneplaces.org](mailto:p.mitchell@gascoyneplaces.org)



OPTION 2 - Single Building - View From The South



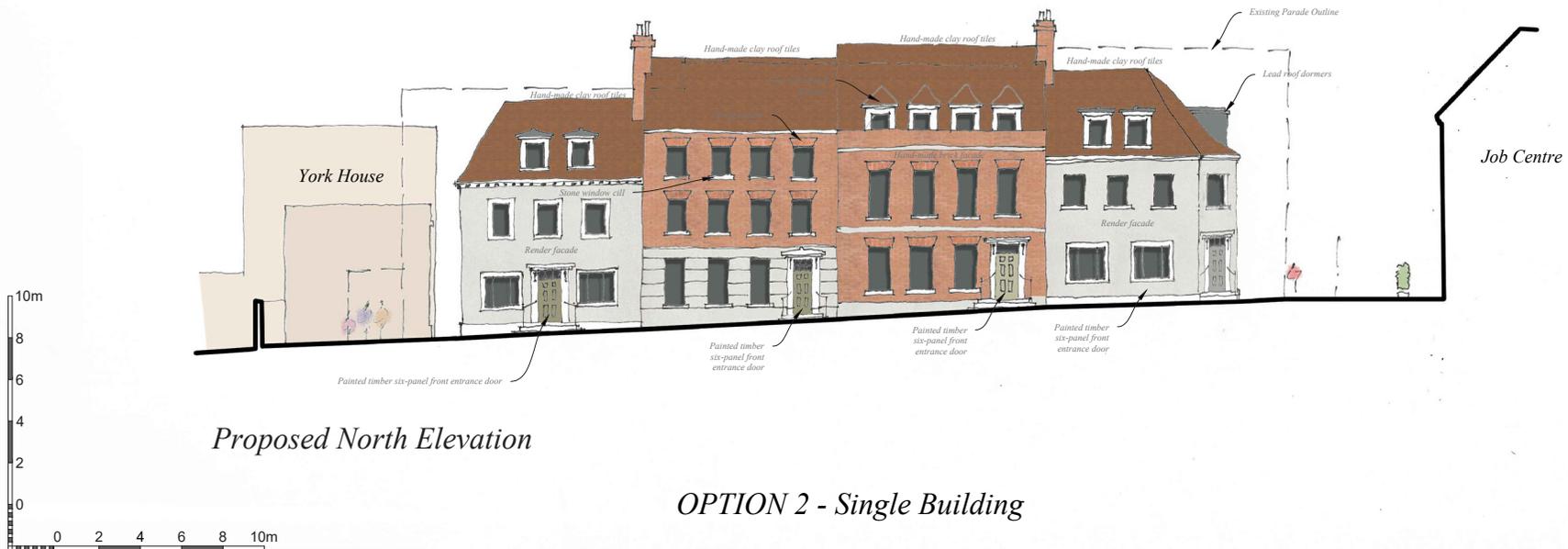
OPTION 2 - Single Building - View From The Station



In this scheme, parking standards are met without a car club. However, over time it is anticipated that spaces will become redundant due to technological change, with consequences for car ownership patterns. Introducing cars to the square may make it a less enjoyable environment for those sitting outside, but would increase footfall for the new businesses. As parking spaces become redundant, parking could become a space for regular exhibitions, markets or events.



*Proposed South Elevation*



*Proposed North Elevation*

## OPTION 2 - Single Building

Here the retail frontage faces into the square, as at present. This means that the square is less visible to passers-by, with consequences for vitality and sustainability. It could, however, create a more intimate courtyard feel to the square. The single building option shown here is a more dominating structure and provides fewer options for access to the square, but may be preferable to those who favour a more traditional streetscape.



A road allows slow traffic into the square and additional car parking - arguably providing a less appealing prospect for pedestrians, but equally greater footfall for new businesses. It is unlikely to be used as a 'rat run' due to the speed limiting factors including parking vehicles and moving pedestrians. A further possibility would be to include vehicular access to the square without fully connecting the car park and Park Street.



The provision of car parking in the square means a reduction in the size of the green space. Shared vehicular and pedestrian hard landscaping does however provide flexibility for markets and events. Whether the atmosphere of the square will be significantly altered by the presence of moving traffic is open to debate, but it is recognised that there are advantages to both approaches.