

## 6. THE CONFLUENCE SITE

Located immediately south of Skeldergate Bridge the triangular piece of ground is bound by the confluence of the Rivers Ouse and Foss some three hundred metres to the south where the Foss is crossed by Blue Bridge.

For many years visual amenity, especially in relation to York Castle and the towers and spires of the medieval city beyond, have been seriously affected by unsightly buildings, extensive use as a car park with its hardstandings, accesses and ancillary structures and, in quite recent times, the new pumping station currently under construction close to the site's southern tip.

In a way similar to St. George's Field, there is considerable scope for improving the site with landscaping suggesting a woodland setting and approach to the historic city.

### PROPOSALS

RELOCATION OF EXISTING PUMPING STATION TO A POSITION CLOSE TO THE NEW PUMPING STATION NOW BEING BUILT NEAR TO BLUE BRIDGE.

REMOVAL OF ALL OTHER BUILDINGS, HARDSTANDING AND ANCILLARY STRUCTURES.

LANDSCAPING THE SITE MAINLY WITH LOW-RISING ROSE BUSHES AND HARDWOOD TREES TO:-

1. FORM A SMALL WOOD SCREENING THE PUMPING STATIONS ON THREE SIDES;
2. FORM A SCREEN FOR SKELDERGATE BRIDGE AND THE SITE'S NORTH, ROADSIDE BOUNDARY AND
3. FORM AN OPEN AREA PROVIDING VIEWS ONTO THE CASTLE SITE AND CITY CENTRE.

The large extent of the landscaping would serve to bring "rus in urbe" into the city centre. It would also provide attractive public open space to supplement Museum Gardens and the proposed landscaping in Piccadilly. In the latter case, however, and with the confluence site the castle site would be best set off by landscaping designed to emulate natural woodland since this would be in keeping with the austere defensive and power base aesthetic of the castle. If the flower beds and exotic species of Museum Gardens were to be planted close to the castle they would make an alien contrast conflicting with the historic setting. In time, of course, the new trees and bushes would attract their own natural flora and fauna.

While retaining the name, could Blue Bridge be painted a matt dark brown.? Even at a distance its present colour appears garish whilst a matt dark brown would help it blend in with its woodland settings.



THE PROPOSED BREAK IN THE LANDSCAPING IS ABOUT 35m WIDE AND COMMENCES SOME THIRTY METRES SOUTH OF SKELDERGATE BRIDGE, THAT IS, TOWARDS THE CENTRE OF THE LINE OF EMBANKMENT TREES SHOWN ON THE PHOTOGRAPH. THE AIM OF THIS BREAK IN LANDSCAPING TOGETHER WITH THE PLANTINGS OF LOW-RISE BUSHES IS TO PROVIDE VIEWS OF THE CASTLE FROM BOTH WITHIN THE CONFLUENCE SITE AND ACROSS THE RIVER OUSE IN TERRY AVENUE.





THE EXISTING ROAD ACCESS ONTO TOWER STREET SHOULD REMAIN TO PROVIDE ACCESS FOR BOTH THE PROPOSED MARINA AND FOR THE PUMPING STATIONS.

GIVEN THE CLOSE PROXIMITY OF THE CASTLE, RELOCATION OF THE EXISTING PUMPING STATION CLOSE TO THAT CURRENTLY UNDER CONSTRUCTION AT THE SOUTH END OF THE CONFLUENCE SITE IS HIGHLY DESIRABLE FROM A VISUAL AMENITY POINT OF VIEW. THIS ALSO APPLIES TO THE CAR PARK'S HARDSTANDING AND ANCILLARY STRUCTURES WHICH SHOULD BE REMOVED PRIOR TO LANDSCAPING



## 7. MARINA

With its embankments and old industrial buildings, the basin formed immediately to the south of the sluice and lock below Tower Mills Bridge makes an attractive feature in the townscape adding to the city's industrial heritage. Somewhat run down after a long period of minimal use, it should be refurbished to make an equally attractive contrast with its neighbour, York Castle. Replacing the present unsightly houseboats with modern pleasure yachts and long boats to form a marina would considerably improve the visual character of the basin as well as complement and contrast with the castle. The site with its unused buildings may appeal to the city's rowing clubs.

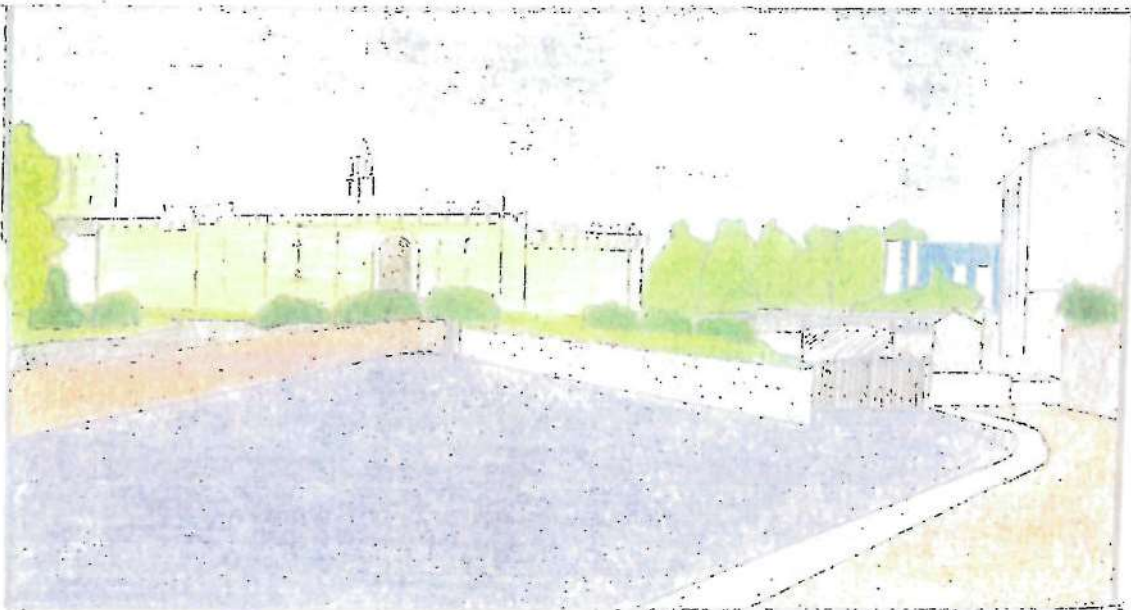
### PROPOSALS

REMOVE THE PRESENT SINGLE STOREY BUILDING ON THE LAND AT THE SITE'S NORTH BOUNDARY IMMEDIATELY ADJOINING TOWER STREET AND THEN LANDSCAPE THIS SAME STRIP OF GREEN LAND WITH TREES AND SHRUBS SIMILAR TO THOSE USED FOR THE CONFLUENCE SITE.

REFURBISH AND UPGRADE THE ENTIRE BASIN TO FORM A MARINA FOR YACHTS AND LONG BOATS, PARTICULARLY THE HUNDRED METRES OR SO OF HARDSTANDING RUNNING THE LENGTH OF THE BASIN'S WEST SIDE TO FORM AN ACCESS FROM TOWER STREET.



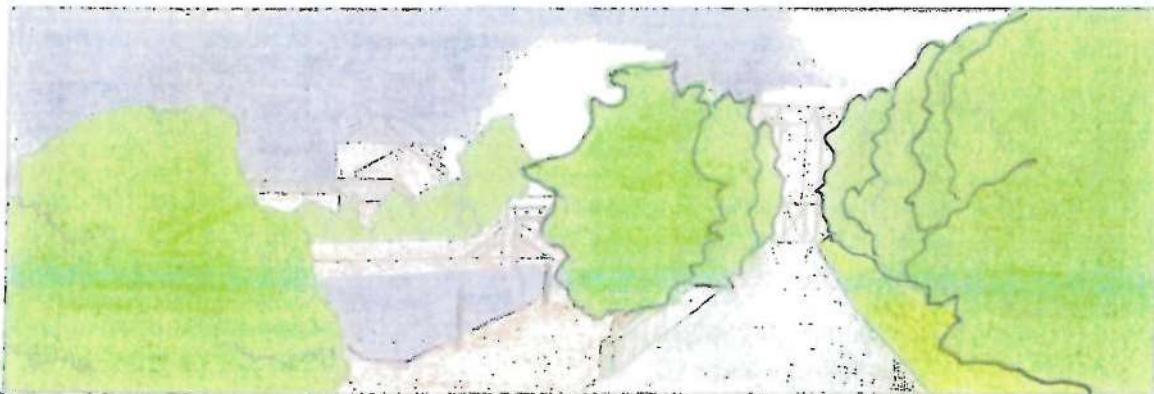
THE BASIN AT THE LOCK AND SLUICE ON THE RIVER FOSS HAS POTENTIÁL TO BRING A MARINA AND ROWING CLUBS CLOSE TO THE CITY CENTRE. WITH REFURBISHMENT THIS WOULD REVITALIZE A LONG RUN-DOWN PART OF THE CITY'S INDUSTRIAL HERITAGE.





THE EXISTING TRACK RUNNING THE LENGTH OF THE PROPOSED MARINA'S WEST BANK  
COULD BE UPGRADED TO PROVIDE SOME 70m OF SUBSTANTIAL MOORINGS.

THE ADJOINING ROAD WOULD PROVIDE ESSENTIAL ACCESS FOR THE PUMPING STATIONS.



WITH THIS WORK DONE IT COULD BE SAID THAT THE ENTIRE LENGTH OF PICCADILLY FROM PAVEMENT TO TOWER STREET HAS BEEN TRANSFORMED FROM A DOWDY, RUN-DOWN AND, IN PLACES, UNSIGHTLY STREET TO AN ATTRACTIVE AVENUE OF VARIED ARCHITECTURE, USES AND AMENITIES. NOTABLE AMONGST THESE WOULD BE THE REFURBISHMENT OF THE OLD SWAN HOTEL, NEW BUILDINGS AROUND THE COPPERGATE PLAZA, MERCHANT ADVENTURERS' HALL, THE PROPOSED WEALDEN HOUSES, ORNAMENTAL GARDENS AND EXPOSED SOUTH-WEST WALL OF ST. DENYS' CHURCH, THE PROPOSED EXTENSIVE LANDSCAPING ON THE STREET'S WEST SIDE, RESIDENTIAL BLOCKS TOWARDS THE SOUTHERN END AND THE STREET'S CLOSURE WITH WEATHERSPOON'S STRIKING HOTEL JUXTAPOSING WITH ANCIENT FISHERGATE POSTERN. PICCADILLY WOULD COMPARE WITH, SAY, PETERGATE, AT LEAST IN VISUAL TERMS, AND BECOME A STREET IN WHICH THE CITY MAY TAKE IMMENSE PRIDE. THIS LAUDABLE AIM MAY BE COMPLETED THROUGH THE ENDEAVOURS PROPOSED IN THIS PAPER

