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DERRY & STRABANE SETTLEMENT STUDIES

KEY SITES

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the **paul hogarth** company

Space Syntax



Derry City & Strabane
District Council

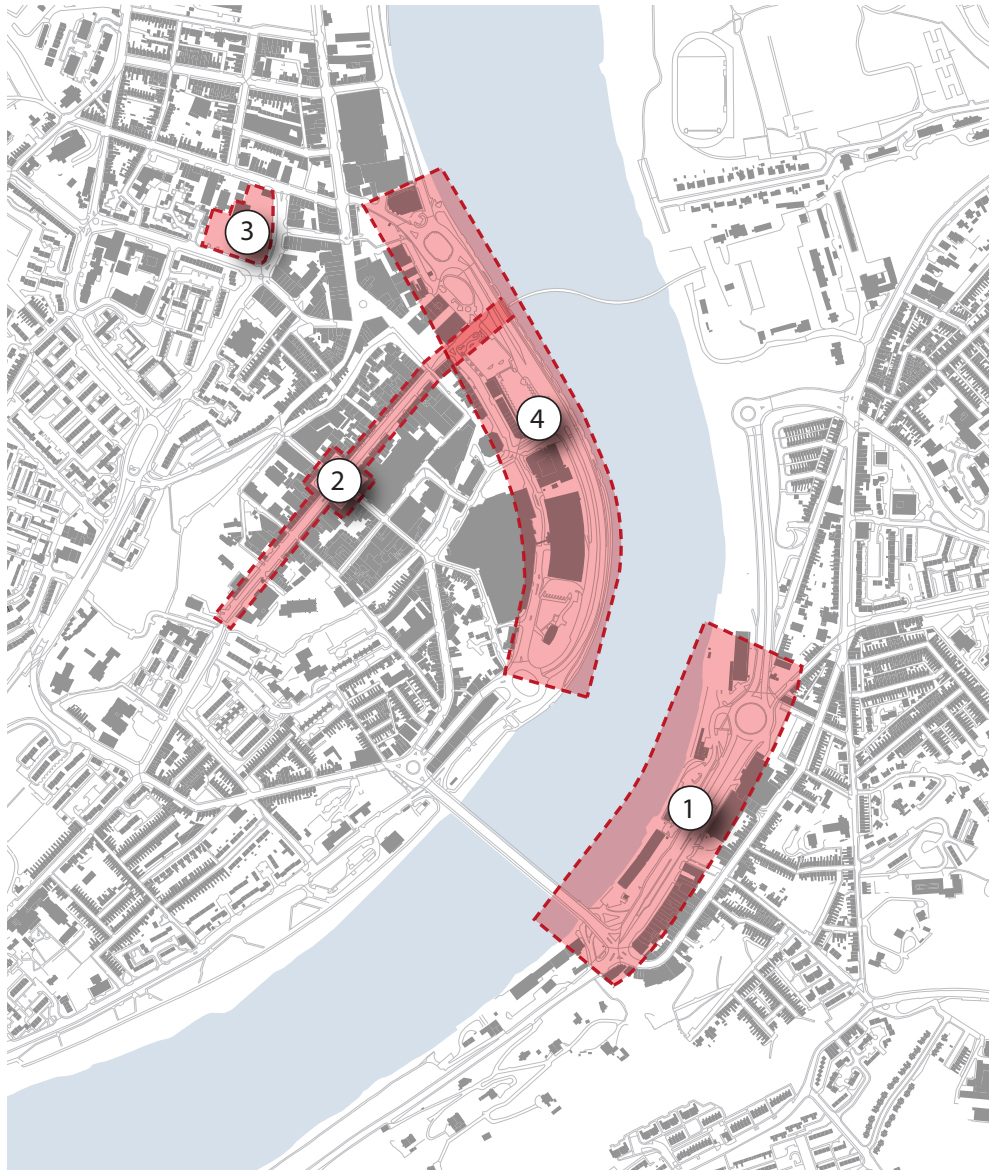
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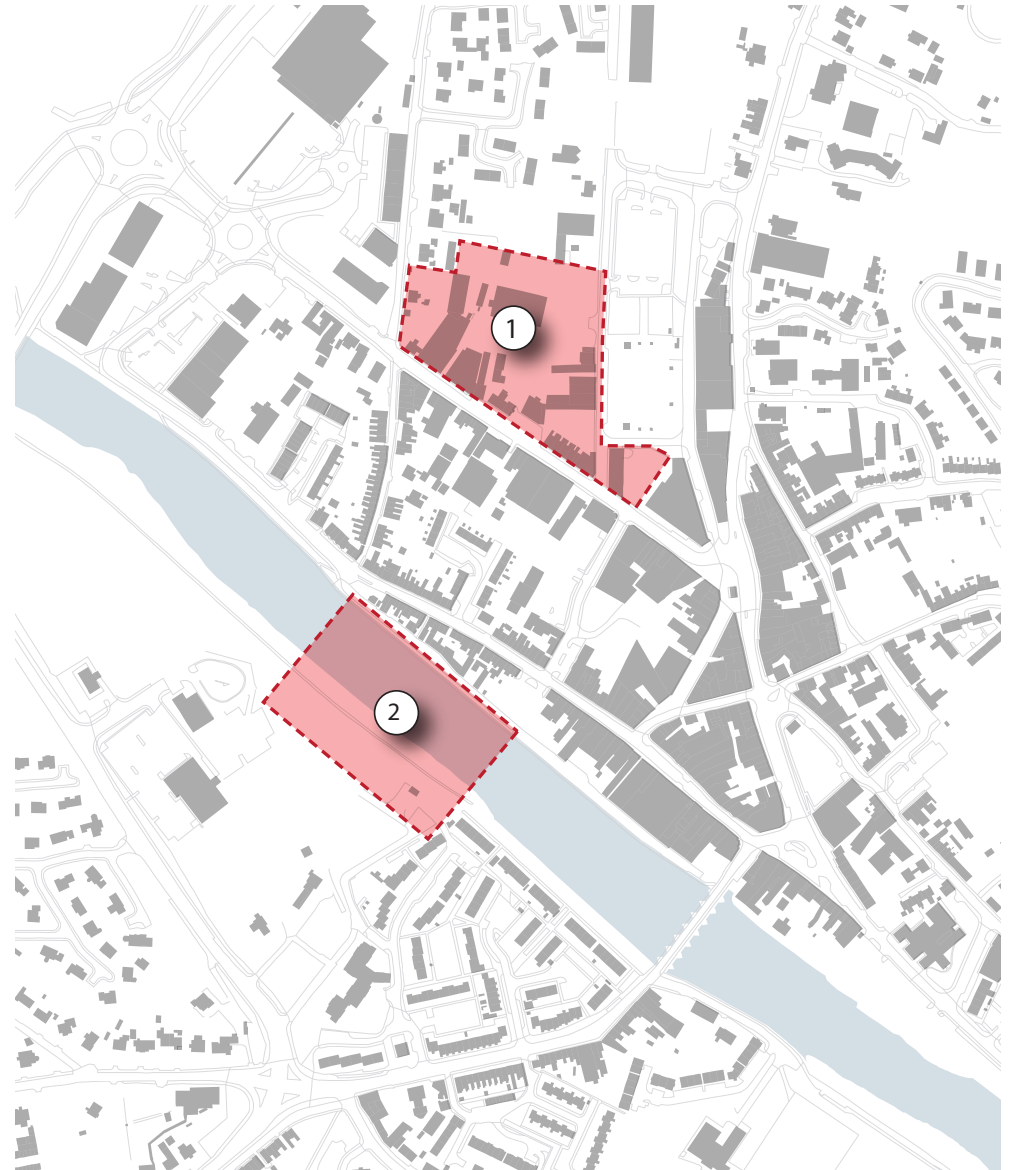
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DERRY KEY SITES



STRABANE KEY SITES



INTRODUCTION

Introduction

Derry City and Strabane District Council (DCSDC) commissioned a series of Settlement Studies to understand the spatial dynamics of the Council area.

These studies were established with a view to inform policies of the DCSDC Local Development Plan (LDP). Building on these studies, a series of key sites are identified to illustrate their potential for development and the application of principles based on quality urban design and enhanced placemaking.

These are only indicative suggestions as possible urban design solutions in identified key sites with a geographical spread and to demonstrate how to address separate issues. They are not prioritised, or resource-committed by the Council or government and have not been subject to consultation with landowners or the public.

Structure

The chapter examines each locale on a site by site basis, exploring the following points:

- Site overview
- Summary of analysis points
- Key site brief
- Space Syntax analysis
- Proposal
- Key urban design and placemaking principles
- Next steps

Approach

This document was jointly researched and written by urban design consultancies The Paul Hogarth Company and Space Syntax Limited. It is informed by desktop research, site analysis and consultation with representatives of DCSDC and its central government partners. The process also involved the development of a Space Syntax model of spatial accessibility.

Process

The team visited each site and conducted a visual analysis, augmented by desktop research and a map based study. Space Syntax constructed an Integrated Urban Model for each site. The model combines a range of data with a spatial network model. This provides an in-depth understanding of the area and how connectivity influences pedestrian movement, urban character and, in general, the quality of the place.

The Integrated Urban Model was used to provide a detailed evidence-based analysis that highlights the current movement network at different scales and the key opportunities and constraints for each site.

Key Sites

The five key sites selected are:

Derry / Londonderry -

1. Foyle Embankment and Harbour Square
2. Peace Bridge to Bishops Gate
3. Duke Street and the Transport Hub
4. William Street Car Park

Strabane -

1. North of Railway Road
2. New Footbridge over Mourne River

Key Sites Rationale

The Key Sites selected were chosen as they met a series of important criteria, including the following points:

- They are strategically important sites in the development of the local settlement hierarchy
- They highlight a range of diverse issues
- They illustrate the potential of these specific sites
- They demonstrate what can be achieved if certain urban design and placemaking principles are applied and can be adapted to elsewhere within the DCSDC boundary area.

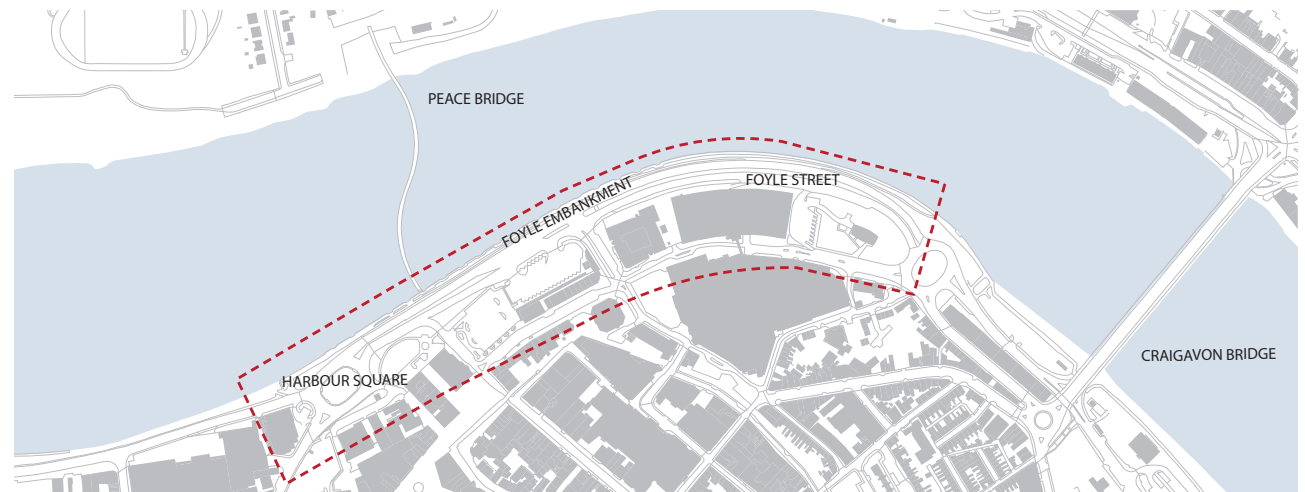
1 FOYLE EMBANKMENT AND HARBOUR SQUARE

Site Overview

The site plays an important role in the relationship between the City and the River. It has the potential to integrate with other key sites and build on previous regeneration schemes to encourage a more comprehensive and sustainable transport offering on a city-wide scale.

Summary of Analysis Points

- The site is dominated by road infrastructure. Two large vehicular roundabouts mark opposing ends of the site while the eastern boundary is defined by the River Foyle.
- The A2 Foyle Embankment Road, which at its widest point is up to 5 lanes wide, combined with the poor quality connectivity through Foyle Street, severs pedestrian movement to the river.
- Large sections of Foyle Street are comprised of non-active frontage, such as the area around Foyleside Shopping Centre, and vacant and derelict properties, such as the Commercial Building opposite the existing bus station.



Key Site Brief

- Some previous schemes have been successful in creating a high quality public realm, this has been the case around Shipquay Place and Guildhall Square. This has created a more pedestrian-focused environment that encourages a longer dwell-time.
- Currently, the urban grain of the site is fractured with large plots of car parking that creates weak points of transition between the city centre streets and the river.
- Increase connectivity between city and river.
- Reduce the dominance of road infrastructure and increase the quality of public realm for the pedestrian experience.
- Integrate with wider plans of a community greenway and more sustainable transport options along the riverfront.
- Create the setting for significant city centre development

Proposal

The aim is to create a riverfront that focuses on people and experience rather than the movement of vehicle through-traffic.

By reducing road infrastructure, it allows space for new development along the riverfront. Well-designed development with dual active frontage will draw people along the pedestrian walkway, increase dwell-time and visually connect the Walled City with the River.

Rationalising car parking will allow for more appropriate development to occur between Foyle Street and Foyle Embankment that is conducive to better placemaking and provides a more solid series of building lines and an inviting streetscape.

By creating a vibrant pedestrian link from the Craigavon Bridge to the Peace Bridge, each side of the city will now be well-connected to the proposed extended Guildhall Square.

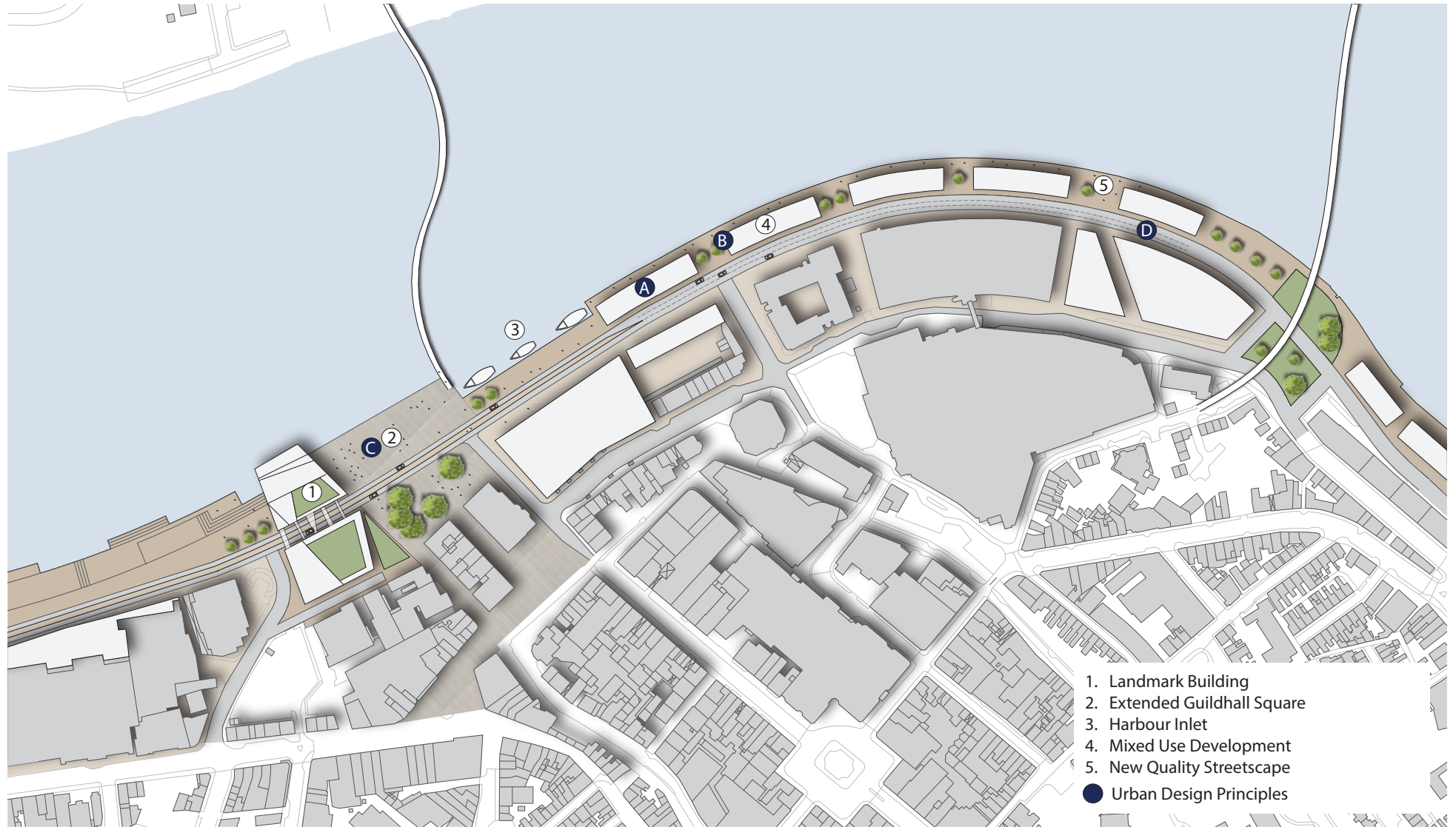
The Guildhall Square will be a civic space, framed by quality development of a larger grain to define the space and create a sense of enclosure and identity.

The roundabout at Harbour Square will be removed alongside a reconfiguration of the road network, this will open land for major riverside development.

The proposed riverfront will be attractive, energised and integral to city life.

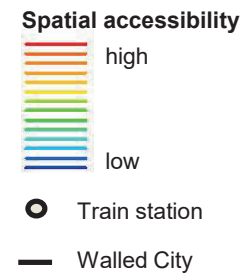
- Through Routes
- City Access Routes
- Local Access Routes
- Bus / Taxi Only







Foyle Embankment, Queens Quay and the Riverwalk have limited local scale connectivity due to the lack of connections to the city. The vehicle oriented public realm further reduces accessibility and discourages active travel modes.



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The provision of high quality pedestrian-led public realm design along Foyle Embankment will improve access to the riverfront, creating a better distributed movement pattern. The proposed frontage activation will further animate the public realm.



The provision of direct visual and pedestrian links from the Peace Bridge to Victoria Market, the Walled City and Market Street/Orchard Street improve wayfinding from this key orientation point.

The provision of a generous public realm setting for Guildhall - by creating a set back of the proposed building to its south - the Peace Bridge and the Walled City is also recommended.

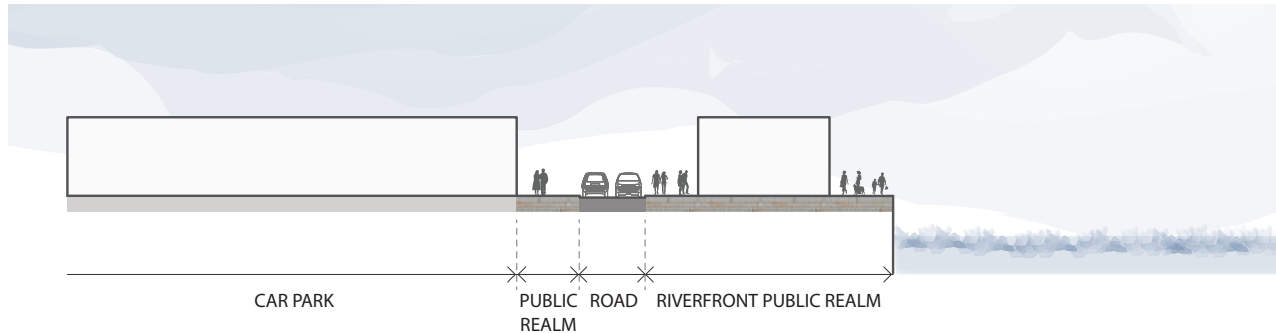
Spatial accessibility

- high
-
-
-
-
-
- low

- Train station
- Walled City

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Foyle Embankment



Riverfront - Foyle Embankment

Key Urban Design and Placemaking Principles

- A. Dual active frontage development along the riverfront will increase footfall but also retain a visual connection through to the Walled City.
- B. Riverfront development should be at a density that creates a more pleasant environment for pedestrians sheltering from the environment and creating a legible route.
- C. Destination and landmark buildings should be located adjacent to the proposed extended Guildhall Square. They should be of a larger grain to help define the space and create a sense of enclosure and identity. The role of the buildings adjacent to the Square would be crucial in creating the desired outcome of a safe and quality public square and must be active and permeable at ground floor level.
- D. Increasing the vibrancy and vitality of Foyle Street. Currently, the developments along the southern section of Foyle Street turn their back on the street, while the northern section of Foyle Street lack continuous building lines and suffer from gap sites and surface level car parking.

Next Steps

- Determine transport network configuration and parking need in line with wider transport strategy to ensure need is met but in a sustainable and efficient manner.
- Progress other technical studies, including flood risk assessments and utilities infrastructure.
- Highlight opportunity to layer Key Site document into a local masterplan or develop as part of supplementary design guidance. This should ensure proposals coming forward are of a high quality and sustainable design.
- Public realm improvements should include landscape design to guide users both to and along the riverfront.
- Engage with landowners and stakeholders to identify ownership of sites to expedite development.
- Develop model for comprehensive delivery ensuring retention of design quality.



Waterfront development, Fulham



Riverfront pocket park, Hamburg



Riverside Boulevard, Warsaw



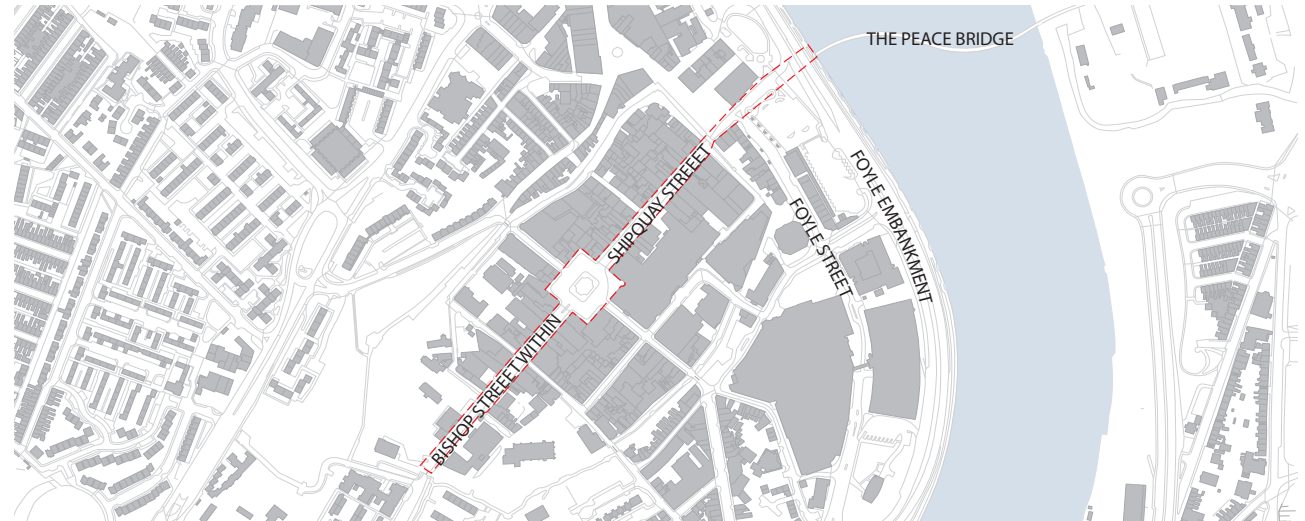
Grand Canal Square, Dublin

2 PEACE BRIDGE TO BISHOP'S GATE

Site Overview

The route from the Peace Bridge to Bishop's Gate via the Diamond, forms an important 'Spine' through the centre and Walled City.

Currently disconnected by the Foyle Embankment there is an opportunity to create a high-quality public realm that sets the tone for place-making in the city centre. Within the Walled City the current emphasis on vehicle movement detracts from the heritage setting.



Summary of Analysis Points

- The formal street pattern of the Walled City is intact with several examples of key architectural landmarks.
- There is a good level of accessibility to, and permeability in, the Walled City with small urban blocks and a finer grain.
- On-street parking and vehicle circulation detracts from the overall character and function of the Walled City. Parked and moving vehicles currently dominate the Diamond.

Key site brief

- Footfall has reduced, suggesting the impact of vacant units, business closures and changing retail practices. This presents a challenge to street activation, especially with the use of closed shutters.
- Pedestrian and cycle movement between Ebrington and the Walled City is obstructed by the Foyle Embankment. The crossing point is not currently located on the main desire line between both locations.
- Reassert the role of Shipquay Street and the Diamond as a central spine of the city centre
- Design the route to be easily navigated as one holistic movement corridor connected to the Peace Bridge and Waterside beyond
- Address issues of vacancy and poor environmental quality
- Increase usage of the Diamond as a multifunctional public space

Guildhall Square

By reconfiguring the space around the Guildhall, a newly enlarged civic square is proposed.

Guildhall square will connect the Peace Bridge to the Diamond, and on to Bishop's Gate. This route will produce a series of legible and attractive yet unique public spaces.

The remodelled Foyle Embankment will prioritise pedestrian movement and use design to manage vehicle interaction with the space. This will help to reduce the perceived barrier between the River Foyle and the Walled City.

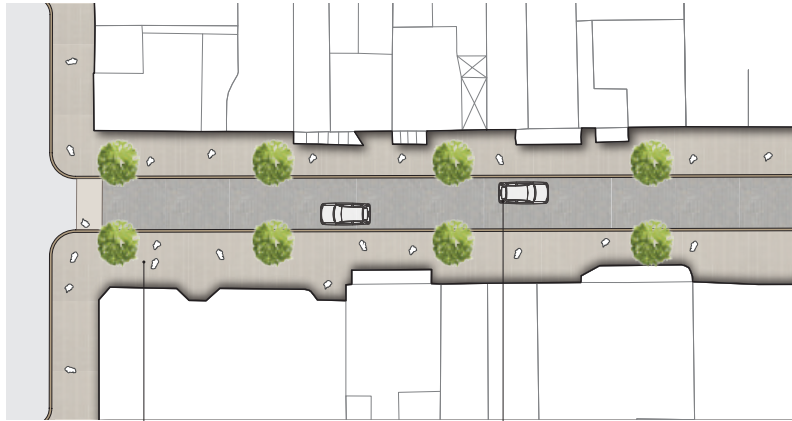
High quality development on opposing sides of the square and will provide active groundfloor frontage to drive footfall and encourage spill-out uses onto the square. Such developments, alongside the heritage buildings and river views, will give the Guildhall square a feeling of destination arrival.

Landscape design, both formal and informal, will ensure the area is softened and also adaptable to a range of uses for the city.



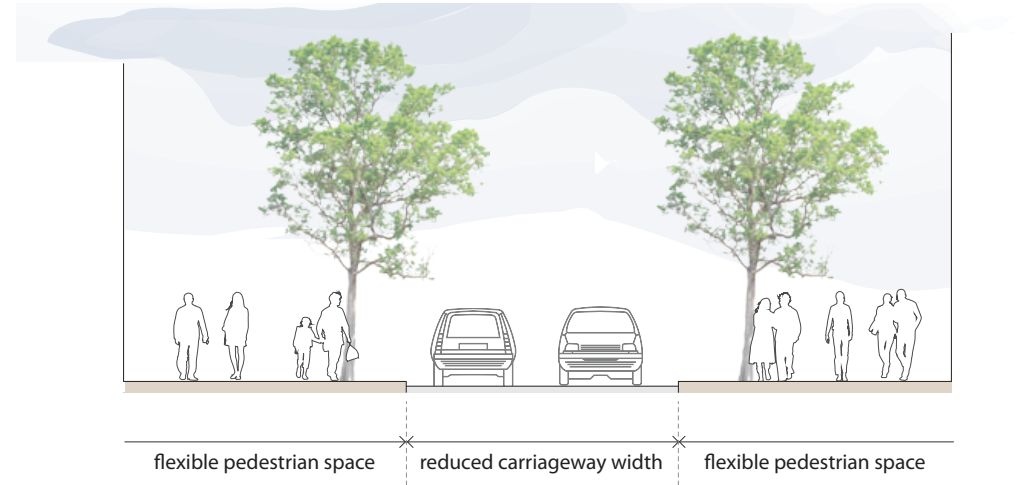
Basemap Source: Google

Shipquay Street



increased pavement width to improve pedestrian environment

reduced carriageway width

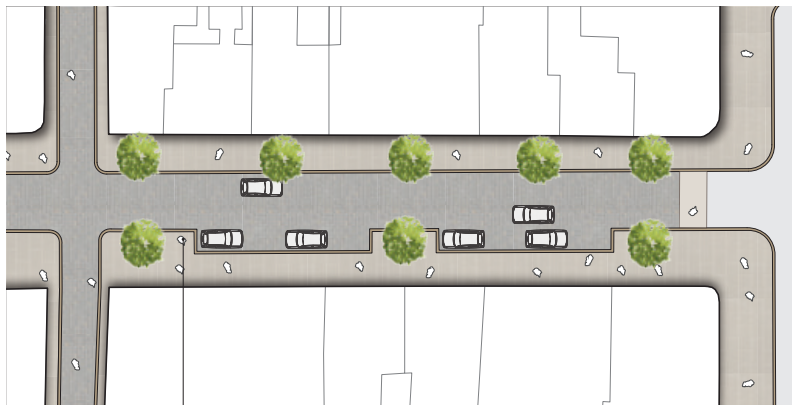


flexible pedestrian space

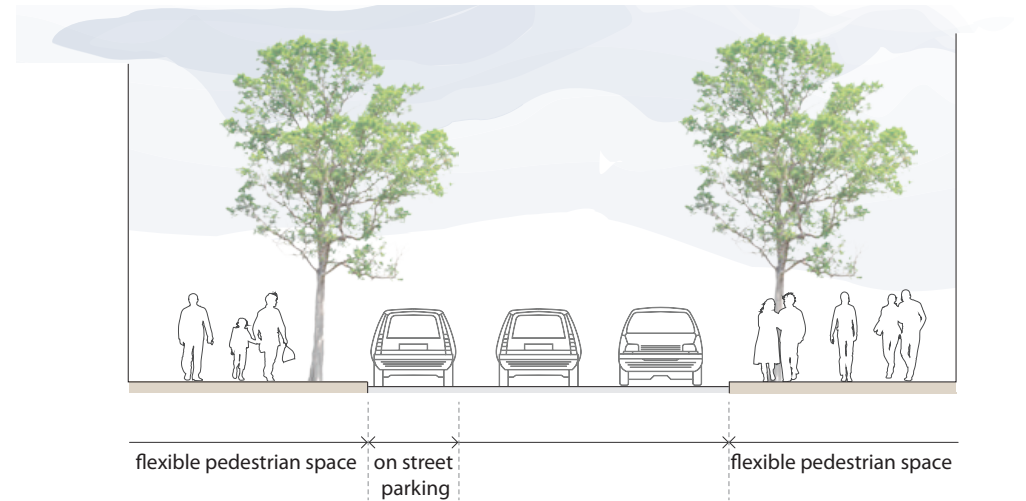
reduced carriageway width

flexible pedestrian space

Bishop St Within



on street parking



flexible pedestrian space

on street parking

flexible pedestrian space



Basemap Source: Google

Current

The Diamond and surrounding streets form a key central space in the city and contain several heritage buildings and high quality views.

The current design of the Diamond however is heavily dominated by vehicles, severely reducing the environmental quality of the site.

The central square of the key site has been detached from use as a public space due to poor accessibility. Pedestrian movement has been seriously limited and the site can often feel difficult and dangerous to navigate for pedestrians.

The potential of the Diamond, with its central location and key access route from Bishop's Gate to the Peace Bridge, is highly unfulfilled and does not maximise the opportunities of the site.

The Diamond and surrounding streets are faced with issues of long-term vacancy. Retail units in particular struggle to sustain their viability in the current arrangement. Therefore, the square has a critical role to play in stimulating regeneration.

Proposal

The proposal will comprehensively transform the Diamond into a high quality, attractive space as the setting for public life.

The proposal seeks to reduce the impact of vehicles on the Diamond by reclaiming the space for people. Parking for the Walled City should be relocated away from this important central space.

Although the space will be redesigned to focus on the pedestrian user, vehicles will still be permitted access to the site, however, this will not be at the cost of the pedestrian experience.

The space will be designed to be flexible in its use. This will enable a greater scope of users to enjoy the site, increasing footfall and therefore commercial viability of the surrounding units.

Adjacent businesses will be encouraged to spill out onto the square, suitable for tables, chairs and stalls.

The site is no longer simply a link between Bishop's Gate and the Peace Bridge, but it becomes a destination in its own right, forming a network of public spaces within the city.



Key urban design and placemaking principles

- A. Reduce the volume of traffic and dominance of stationary vehicles.
- B. Reinvent the role of the Diamond as a destination with a flexibility of use. Complimentary commercial activity surrounding the Diamond will also entice a range of users and create a lively and vibrant public square.
- C. Increase legibility and strong sense of identity of the site.
- D. Improve connectivity by continuing public realm upgrades to link this key spine with the Peace Bridge.
- E. Guide footfall along Shipquay Street towards the Diamond. Achieved via public realm works, particularly shop front improvements, and associated landscape design and lighting. Such works can highlight heritage assets and increase perception of safety
- F. Redesignate the status of Shipquay Street within the street network hierarchy.



Space for markets and artisan fairs, Kilwinning



High quality shopfronts guiding to destination, London



A space for everyone, Armagh



Pedestrian plaza for public meeting place, Lille



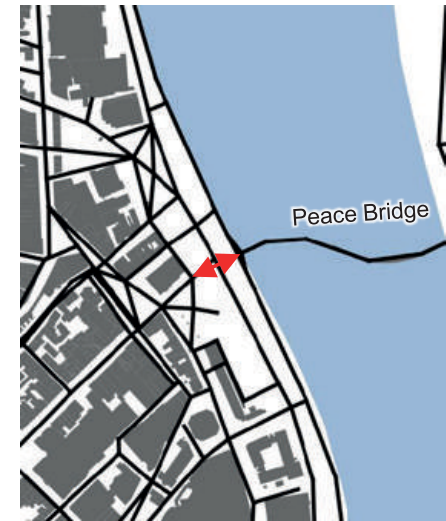
The historic core of Derry - the Diamond and the two key spines through it - is embedded in both scales of movement - citywide and local.

However, the spatial accessibility of Shipquay Street decreases towards Peace Bridge as a result of the indirect crossing location along Foyle Embankment.

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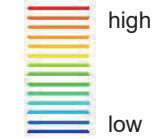
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The provision of a straight crossing between the Peace Bridge and Shipquay Street significantly increases the accessibility of the historic core and, specifically, of the key spine between the Peace Bridge and Bishops Gate.

This should be supported by the provision of high quality pedestrian-led public realm design along these streets.

Spatial accessibility



● Train station

— Walled City



Vibrant, appealing and safe at all times of day, Prague



Footfall encouraged by pop-up events, Zagareb



High quality public realm works



Community event space

Next Steps

- Agree a design guide for Shipquay Street and Bishop's Gate to ensure shopfront quality is enhanced and maintained.
- Prepare design for the extended Guildhall square and the Diamond.
- Consult with the public, local retailers and other stakeholders to find sustainable and creative uses for the Diamond and Guildhall Square.
- Ensure future public realm improvements compliment regeneration efforts of the riverfront and the Peace Bridge.

3 DUKE STREET AND THE TRANSPORT HUB

Site Overview

The Transport Hub is located on Duke Street in the Waterside area of the City Centre on the eastern bank of the River Foyle.

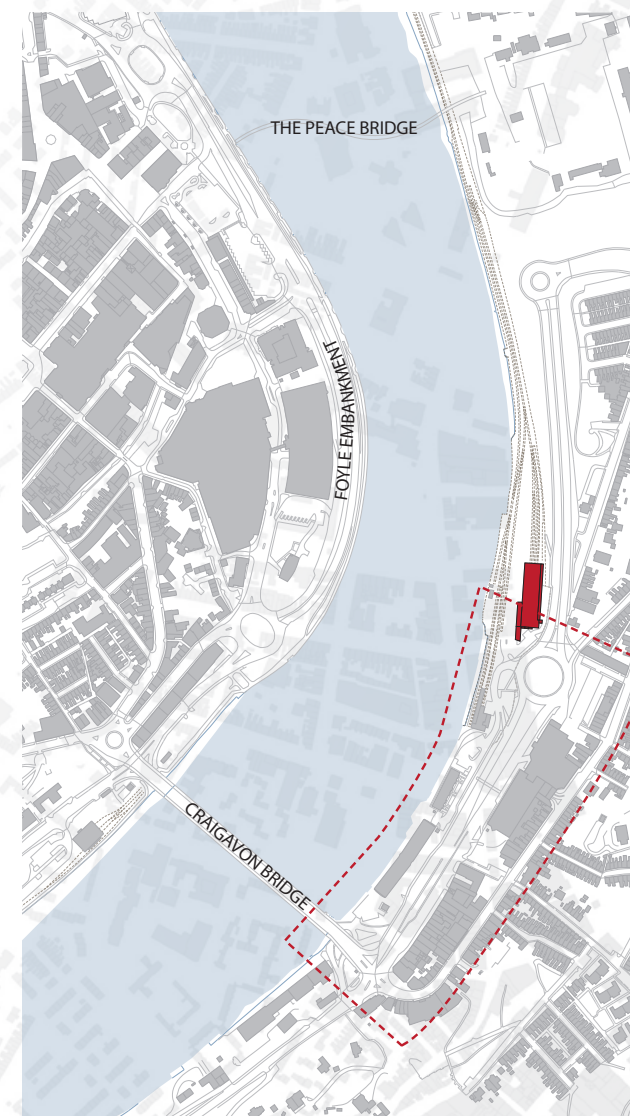
Duke Street, at its widest point, is comprised of a 6 lane roadway with underpass accessing the lower deck of the Craigavon Bridge.

Summary of Analysis Points

- Train station located on eastern bank of River Foyle and within more than a 12-minute walking distance from the historic core of the city.
- Due to the existing railway tracks and topography, the riverside in this area is inaccessible.
- Dual carriageways, large roundabouts and car parks are a dominant feature of the riverfront.
- Long walking times and low environmental quality disincentivises pedestrian journeys and detrimentally affects the arrival experience.

Key site brief

- Better connect the Waterside area with the river and city beyond.
- Reconsider the role and experience of the Craigavon Bridge. Integrate the transport hubs for a sustainable transport modal shift.
- Open the riverfront to potential development for increased vitality and lively usage.





Craigavon Bridge, Derry / Londonderry

Craigavon Bridge

In order to consider how Duke Street can be improved, it is necessary to first examine the structure and functionality of the Craigavon Bridge and its associated access roads.

The Craigavon Bridge was built in 1933 and followed two previous bridges that crossed the River Foyle, including the famous “wooden bridge”, constructed and shipped from America in 1790.

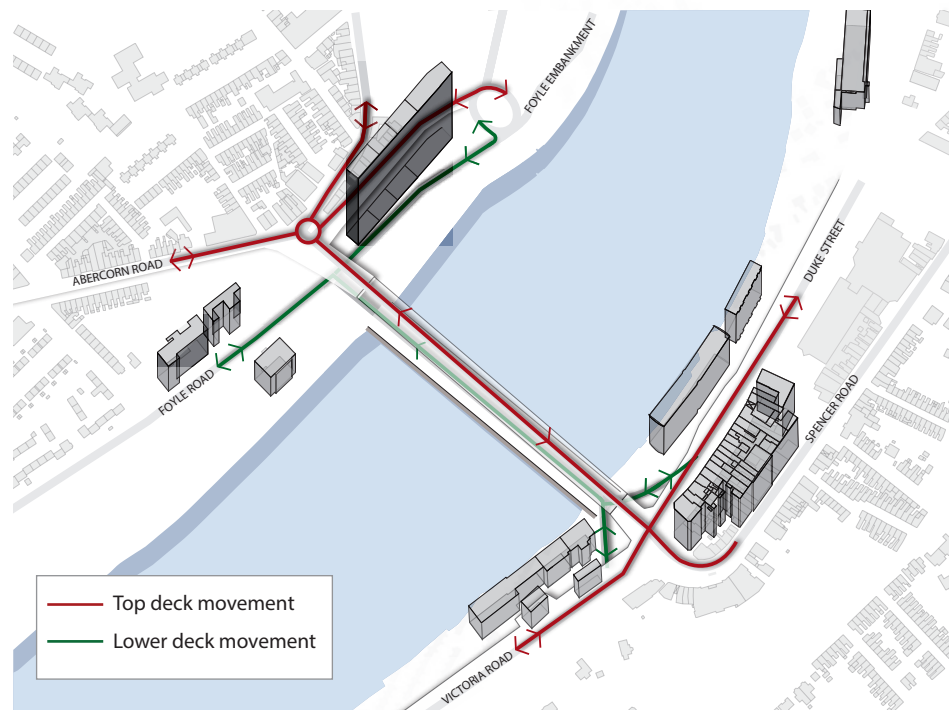
The Craigavon bridge originally carried trains on its lower deck, between stations to either side, whilst the upper deck was for vehicle and pedestrian use.

In 1968, the lower deck was converted for vehicle use, thus ending over 30 years of train travel associated with the bridge.

In 2015, the bridge was given Listed Status by the Department of the Environment due to its Art Deco detailing and also for being the only two-tiered bridge in Northern Ireland.

Whilst the bridge is widely regarded as an engineering phenomenon and a key part of traffic circulation for the past 86 years, it must be acknowledged that in its current form, it does not create a positive pedestrian and cyclist experience and impacts on the road networks to either side.

There is now an opportunity to reconnect the Craigavon Bridge to encourage greater sustainable travel across the city and further enhance the status of the bridge as yet another successful city icon.



Introduction

The Craigavon Bridge is dominated by the movement of private vehicles. This impacts on the pedestrian accessibility of the riverfront and its associated road infrastructure has a significant negative impact upon the environmental quality to either end, especially on Duke Street.

The following options are presented for consideration and further study through a process of transport modelling.

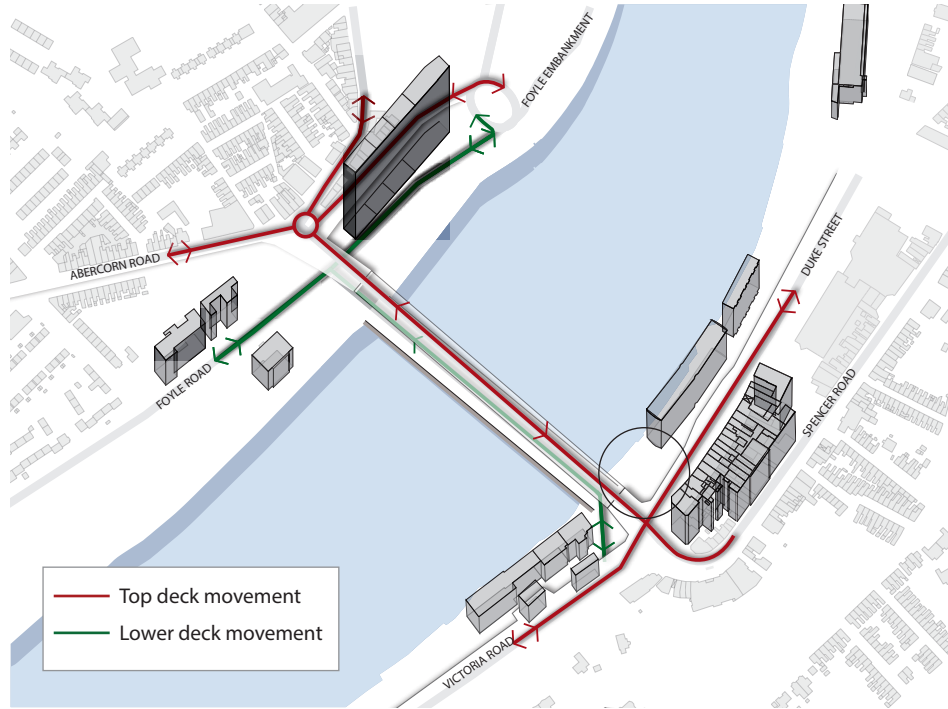


Citywide

It is recognised that any changes to the Craigavon Bridge will have a bearing on the city centre traffic circulation and is therefore limited to the capacity of the road network. Alleviating pressure on this location may require development of new road infrastructure to link the A5 and A6 roads, diverting through traffic from the city centre.

Moving outwards from the central riverfront, a series of greenways and pedestrian movement corridors should link together to provide a transport ecosystem that promotes sustainable future growth of the city.

By refocusing the emphasis on placemaking and the pedestrian experience, this will vastly improve the environmental quality of city space and bring tangible benefits to locals and visitors alike.



Option 1 - Duke Street restoration

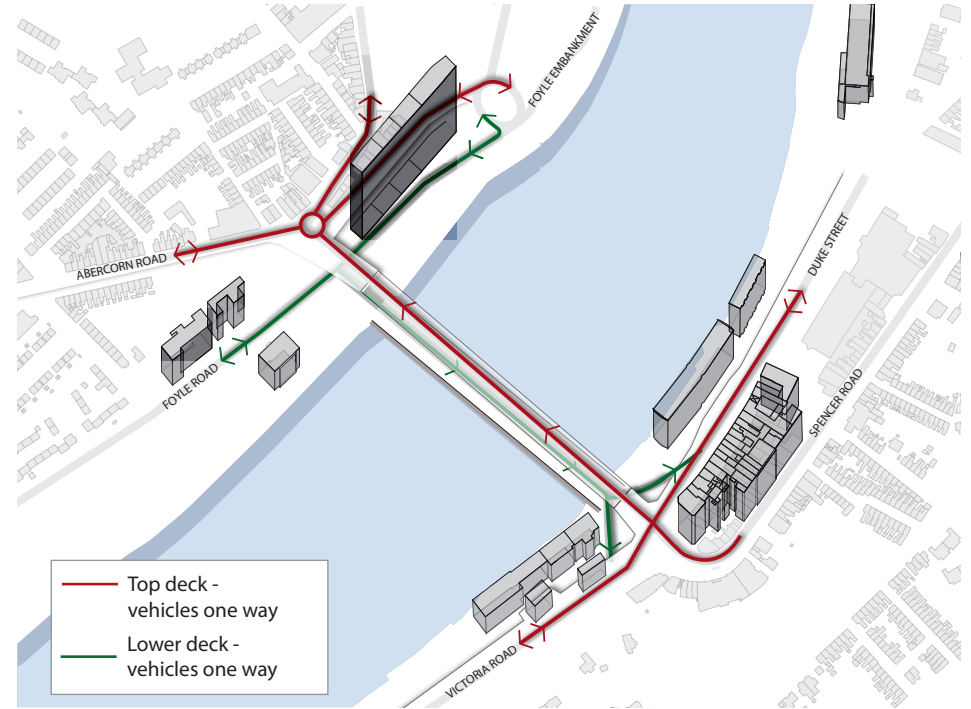
Redefine and restore Duke Street by removing the vehicle ramp to the lower section of the Craigavon Bridge.

Pros

- Enables Duke Street cross-section to be reduced
- Creates development opportunity sites on riverfront and Duke Street

Cons

- Does little to incentivise a modal shift towards sustainable transport
- Increases traffic on junction with Spencer Road



Option 2 - One way traffic flow

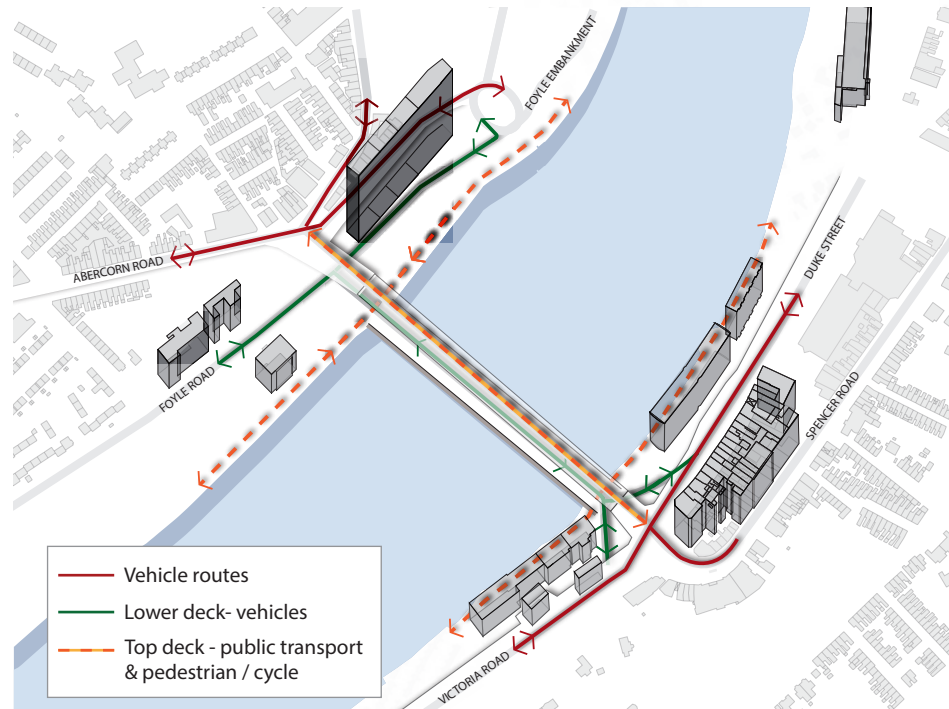
Introduce a one way system on the Craigavon Bridge. Vehicles approaching from the Waterside area will cross the top deck of the bridge while vehicles approaching from the cityside will descend to the lower deck and exit via the ramps to Duke Street and Victoria Road.

Pros

- Cost effective, minimal changes to infrastructure
- Opportunity to reduce lanes and increase pedestrian and cycle space at the bridge

Cons

- Does not address issue of environmental quality of Duke Street
- Riverfront still not easily accessible
- May generate additional traffic movements. eg. John Street



Option 3 - Sustainable Upper Deck

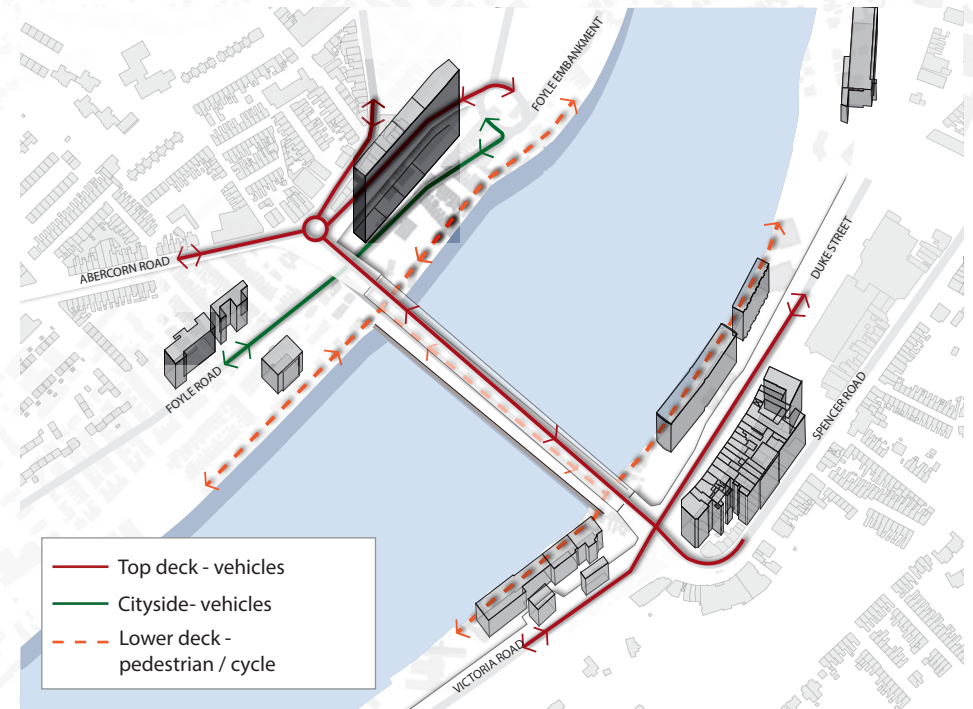
Significantly alter movement flows by removing vehicle access from the top deck. Lower level will still be accessed via vehicle ramps however, new pedestrian/cycle routes will also be introduced at the riverfront. New infrastructure would be necessary to connect the pedestrian upper deck to the new riverfront route.

Pros

- Encourages sustainable transport options via positive pedestrian experience
- Opens riverfront to development, animation and economic opportunities

Cons

- By retaining the lower level access ramps, public realm quality on Duke Street is not improved



Option 4 - Sustainable Lower Deck

Vehicle access limited to the upper deck, thus removing access ramps to the lower level and allowing Duke Street to be remodelled. Access to the lower pedestrianised level would be connected to a new riverfront pedestrian/cycle route.

Pros

- Allows Duke Street to be narrowed
- Enables pedestrian flow along riverfront on both sides of the river
- Promotes a sustainable transport modal shift and greater connectivity
- Riverfront opened to development
- Pedestrians sheltered from elements

Cons

- Requires lighting and other measures to make deck brighter for a positive pedestrian experience

Proposal

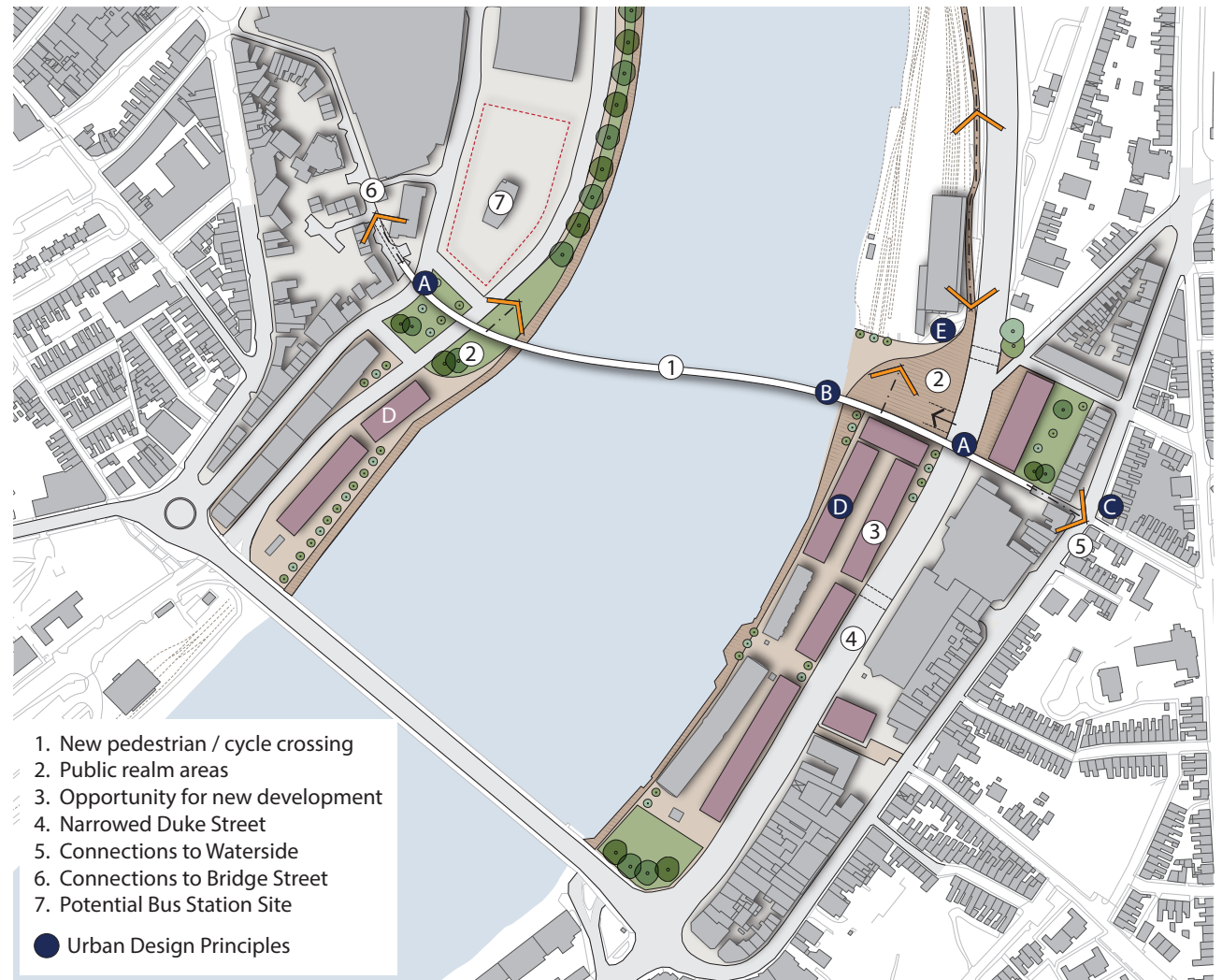
While the current transport infrastructure of the Craigavon Bridge allows for the free movement of vehicles, it impacts the quality of place and experience of pedestrians in this part of the city.

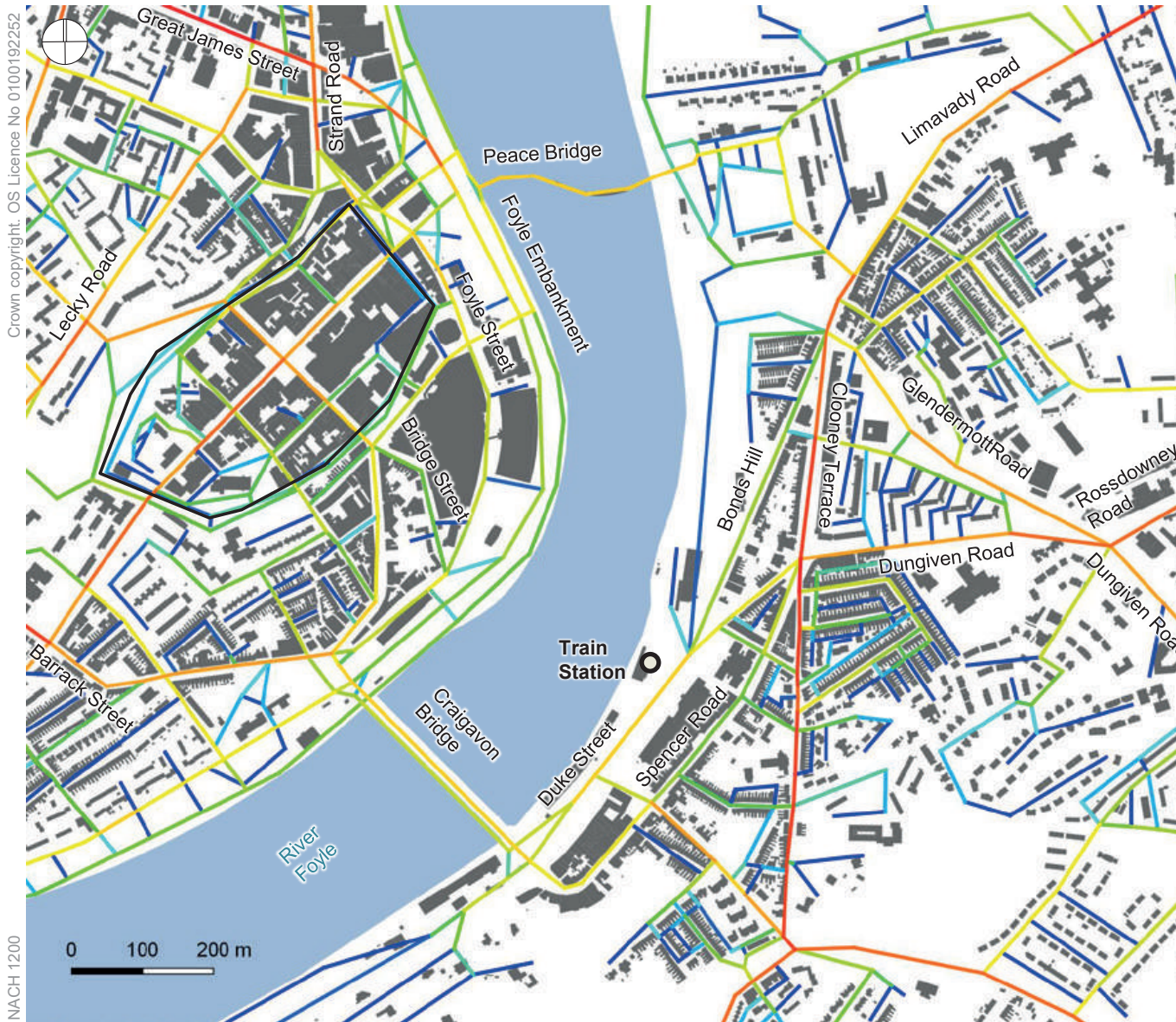
A rationalisation of the road infrastructure will allow Duke Street to be narrowed, creating the opportunity for development.

To further transform connectivity, the proposal is for a new foot/cycle bridge across the River Foyle in the location of the former Wooden Bridge. This will connect the existing Transport Hub with a potentially relocated bus station on the opposite side as well as the surrounding neighbourhoods and communities.

The proposed bridge will be integrated with the Waterside and Walled City beyond, creating high quality public realm and civic spaces linked to green, walkable and cyclable routes.

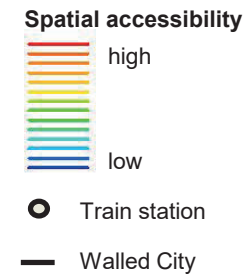
Mixed-use development with active ground floor usage on Duke Street. This will create a strong building line and reshape the scale of Duke Street into a more pedestrian-friendly environment, directing movement flows and opening up the area up to commercial activity.

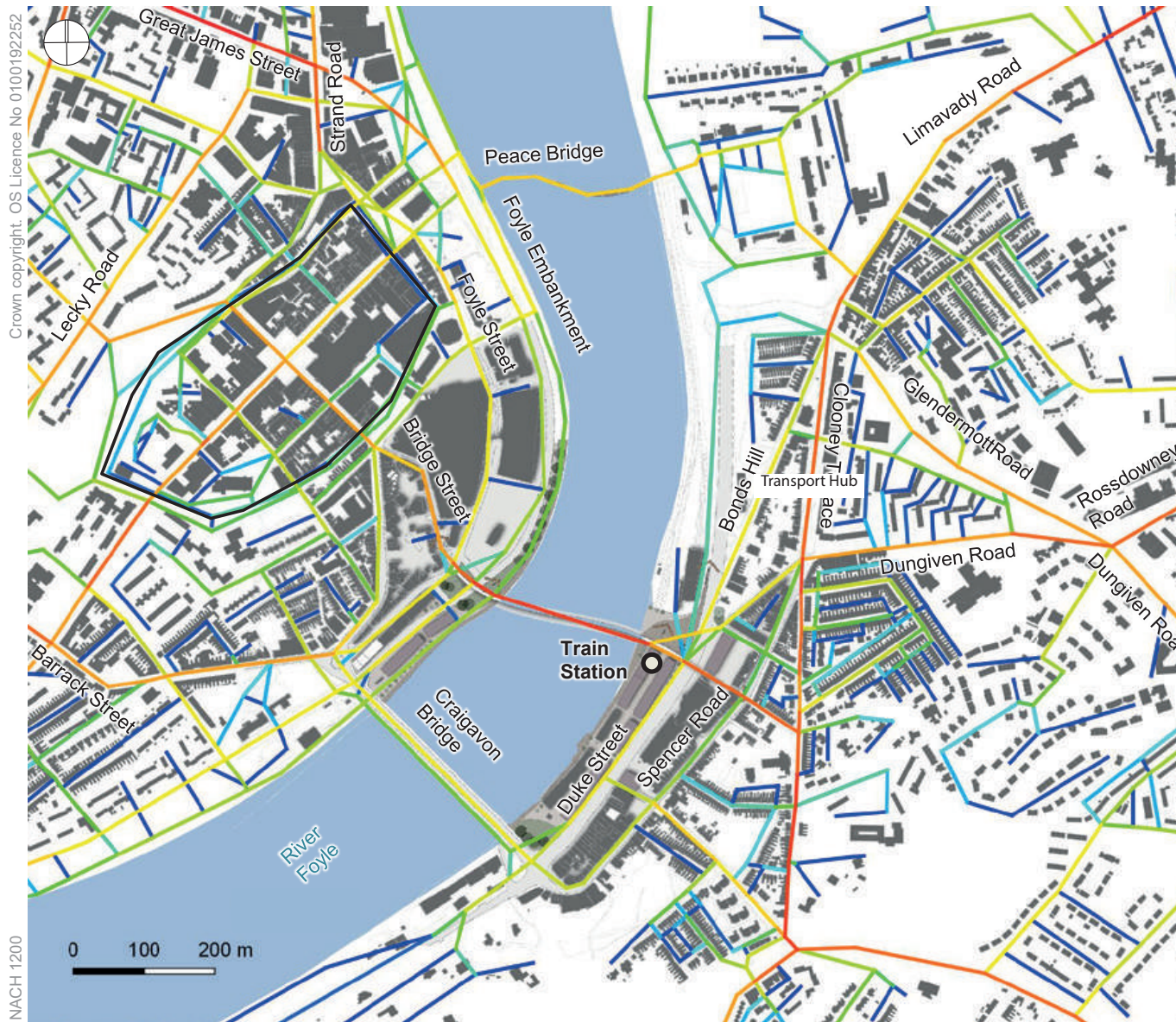




The Transport Hub is located to the eastern bank of River Foyle and within more than a 12.5-minute walking distance from the historic core of the city. The vehicular infrastructure and the poor public realm conditions around it and along Craigavon Bridge further restrict its accessibility.

The Waterside riverfront is currently inaccessible due to the topography as well as the railway and vehicular infrastructure.





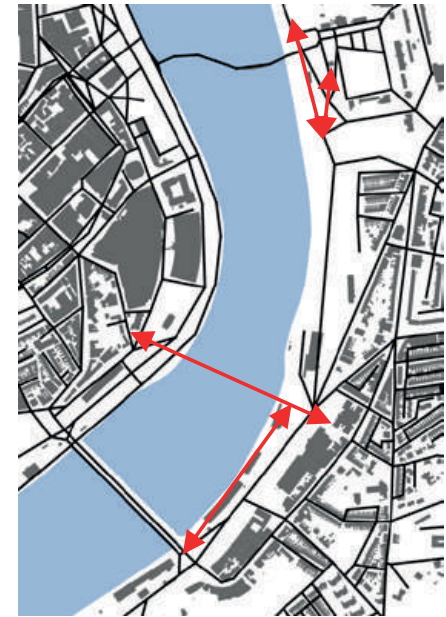
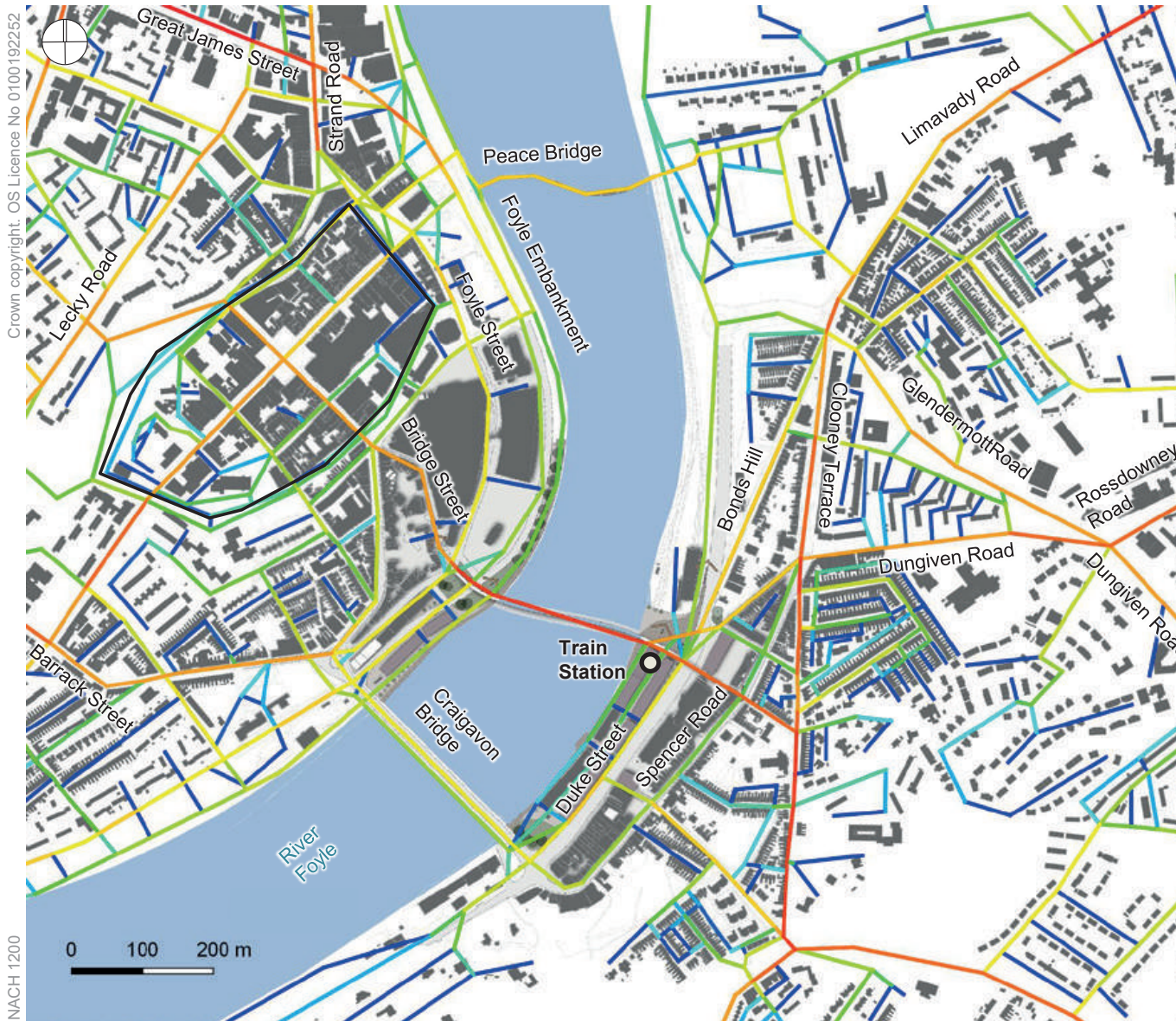
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The new bridge creates a strong connection and significantly increases accessibility on both sides of the river, while decreasing walking distances between the historic core and the train station.

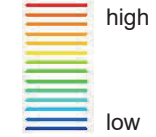
- Spatial accessibility**
- high
 -
 -
 -
 -
 -
 - low
- Train station
 - Walled City



The new route and the improved public realm along the riverfront of the Waterside, as well as the greenway to Ebrington and the Peace Bridge further improve the connectivity of the area.

There is significant increase of accessibility levels along Bonds Hill, Dungiven Road and Duke Street.

Spatial accessibility

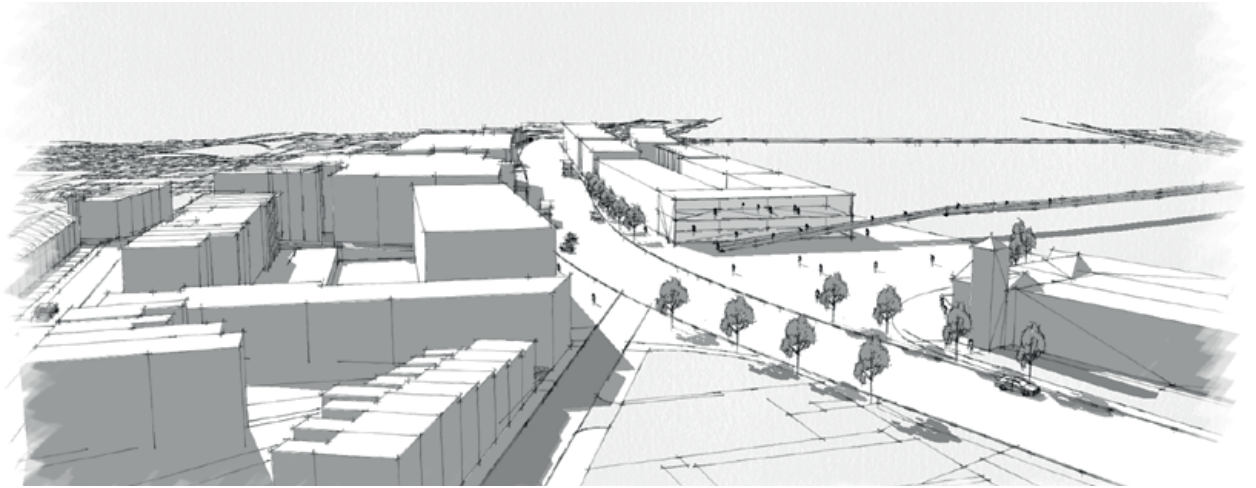


○ Train station

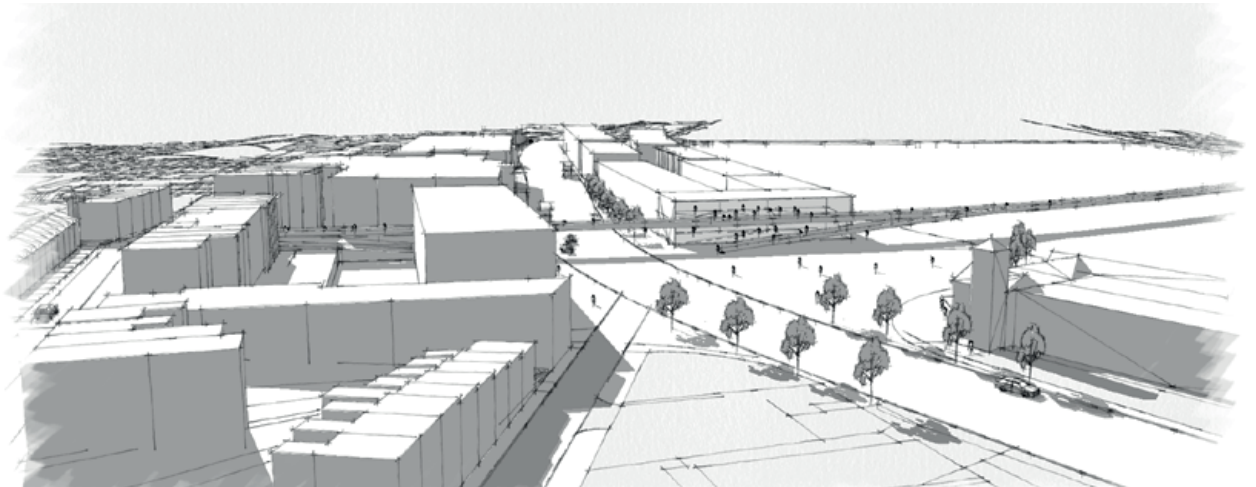
— Walled City



Greenway Link



Potential new Pedestrian / Cycle Crossing



Potential new Pedestrian / Cycle Crossing - extending to Spencer Road

Key urban design and placemaking principles

- A. Increased connectivity through quality integrated infrastructure. Improving east/west connections with proposed bridge and improving north/south connections with quality riverfront walkway.
- B. Transport modal shift towards public and active travel options.
- C. Restitch adjacent communities to the riverfront.
- D. Reorganisation of land to allow development along the riverfront, maximising opportunities for active frontage.
- E. Create a unique sense of arrival at transport hubs and ensure an ease of legibility to city centre and surrounding destinations.



Bridge with river viewing platform, Onepoto



Statement wooden bridge, Paris



Riverside development, Glasgow



Riverside space for pedestrian use, Glasgow



Iconic pedestrian bridge, Melbourne



Waterfront development, Hamburg

Next Steps

- Prepare a competition brief for the construction of a quality pedestrian bridge connecting the transport hubs and wider Waterside area.
- Consult with statutory bodies for a reorganisation of the Craigavon Bridge as part of a wider transport strategy.
- Design a public realm and landscape plan to improve the riverfront quality and encourage pedestrian usage.
- Prepare a brief or masterplan for quality mixed-use development along the riverfront and Duke Street. Ensure a focus on active groundfloor usage to increase the vitality, enclosure, sense of safety and attraction of usage.



Aalborg - before development



Aalborg - after development with road infrastructure reduced

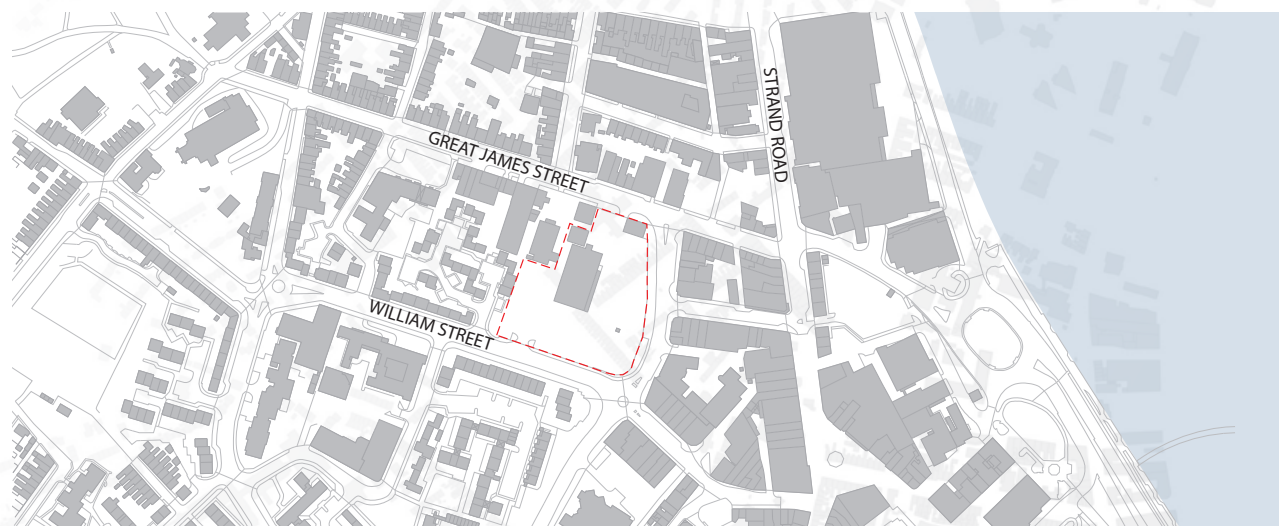
4 WILLIAM STREET CAR PARK

Site Overview

Currently a surface level car park accessed directly from William Street, the site is capable of being developed as part of a larger development incorporating the neighbouring postal office.

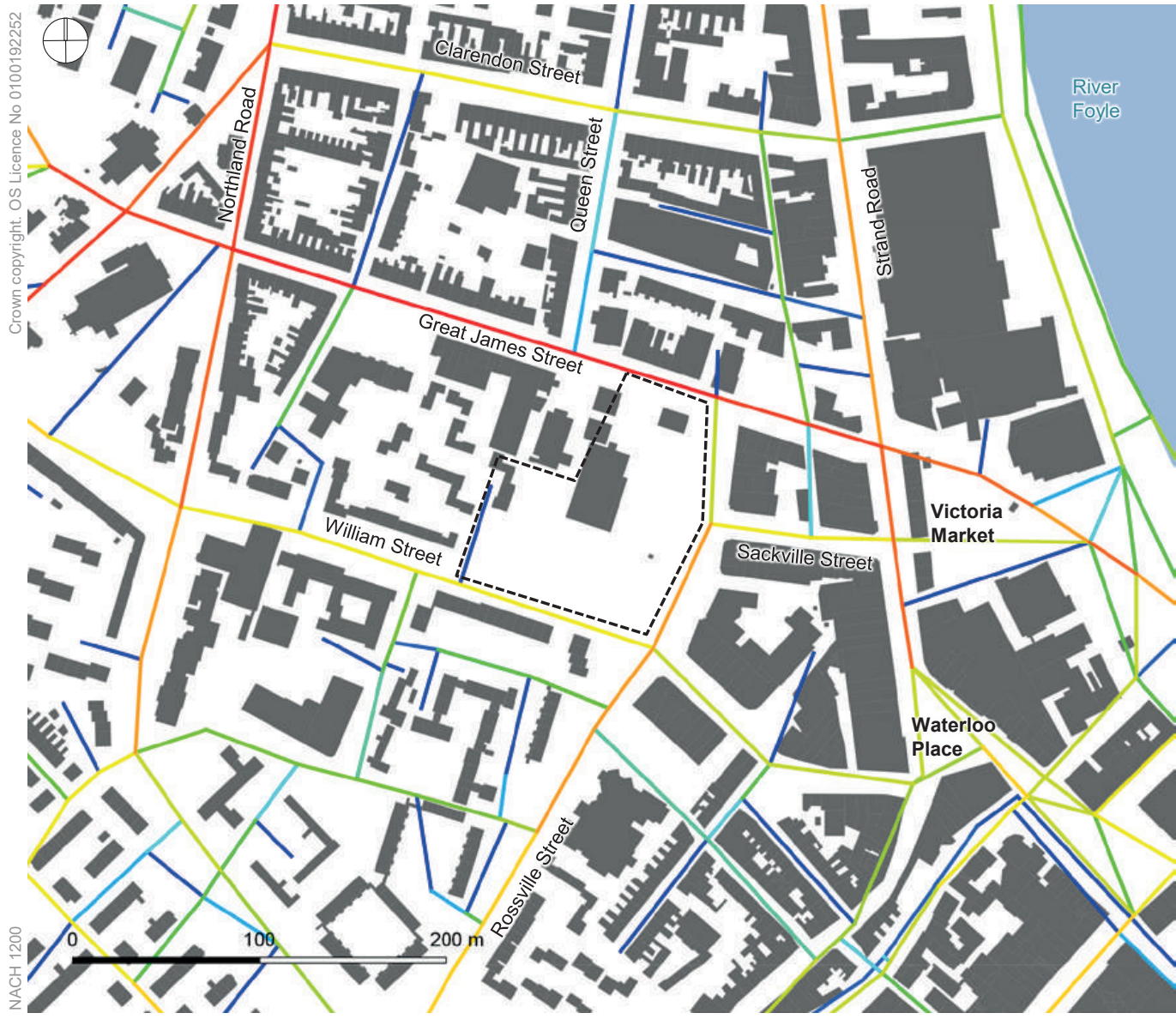
Summary of Analysis Points

- The site is an important central location in proximity to key destinations.
- The urban grain is fractured with car parking and gap sites creating weak points of transition between the city centre streets and the surrounding residential areas.
- A large surface car park occupies the site. This invites traffic into the town centre, which in turn impacts upon the quality of the pedestrian environment and discourages walking and cycling.
- Surface car parks, inconsistent built form and variable architectural quality all detract from visual quality of the surrounding heritage assets.



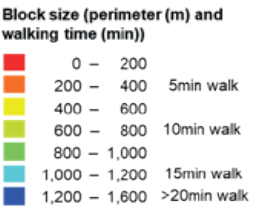
Key site brief

- Create new linkages through the site whilst improving the sense of place
- Make more efficient use of land by opening the site to development and commercial activity
- Enhance the setting of heritage assets and the public realm
- Incorporate a variety of uses to boost the vitality of the site and improve the pedestrian experience.
- Reduce the dominance of surface-level car parking.



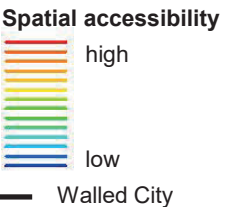
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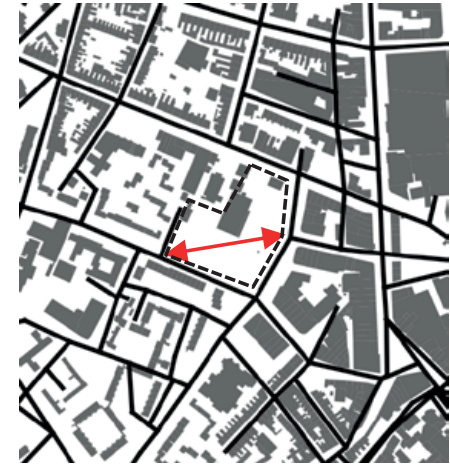
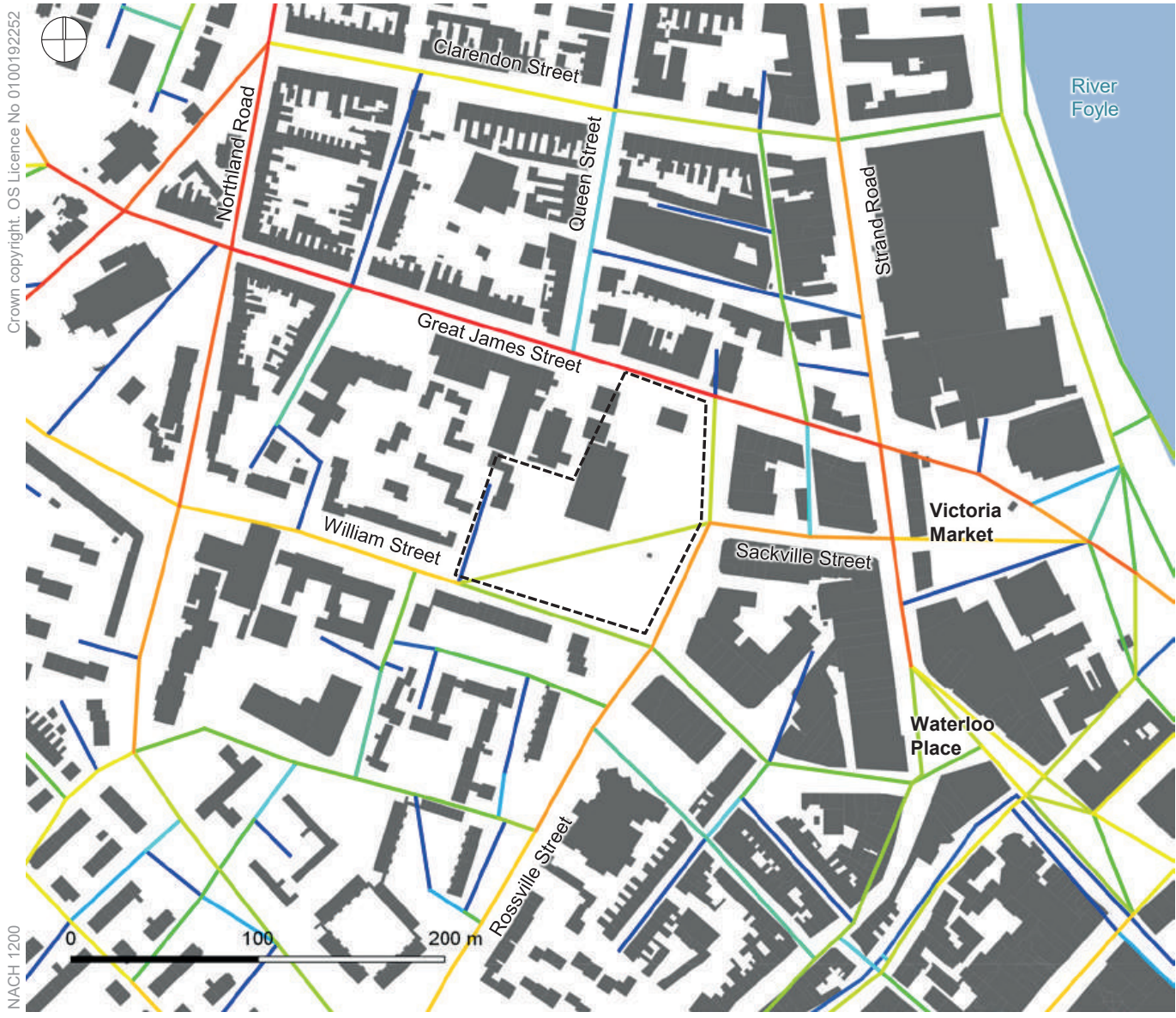
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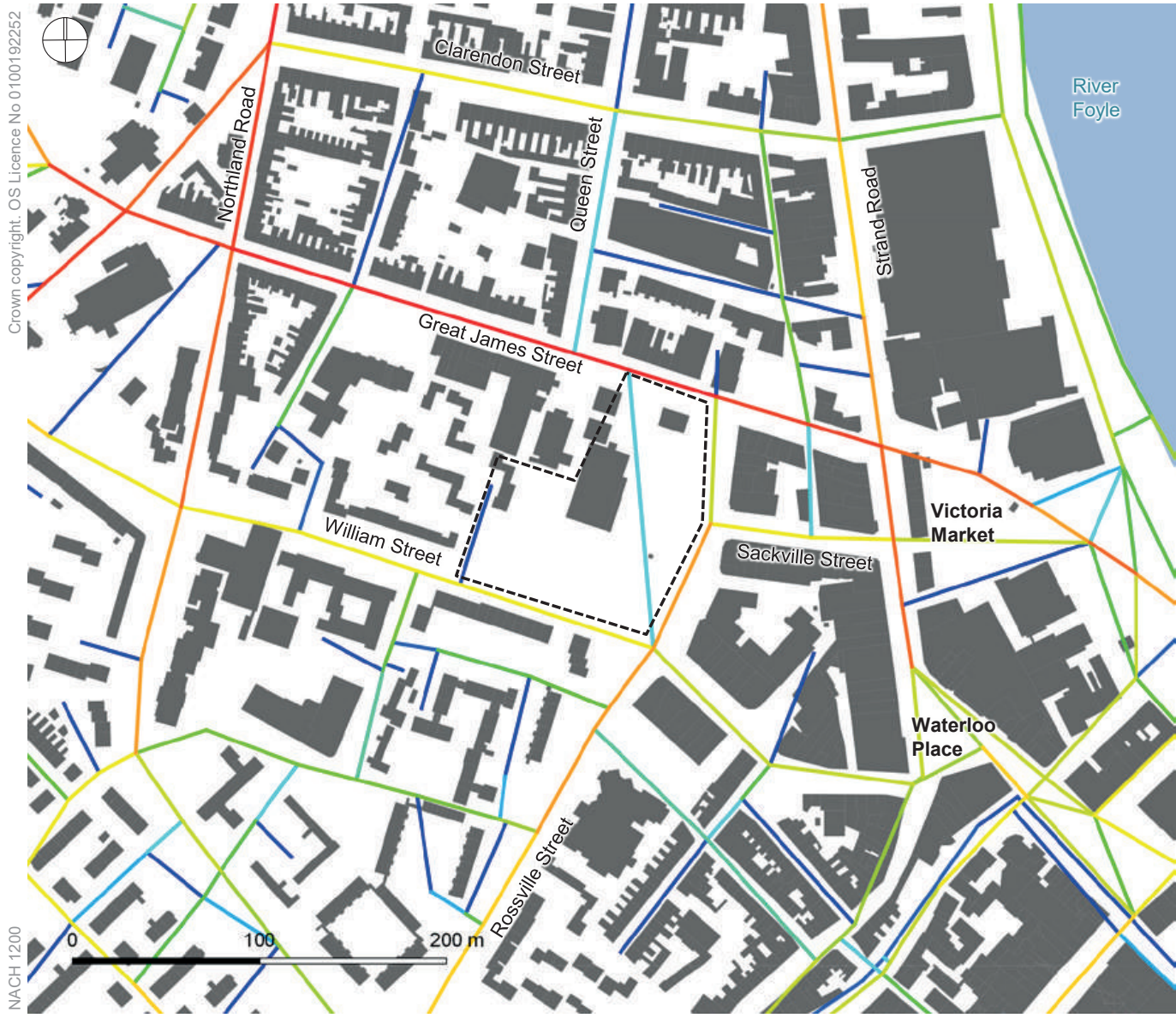
The site is located at a highly accessible location – Great James Street performs well in both citywide and local scales of movement, while William Street and Rossville Street are important local scale connections. The site is part of a relatively large block - approximately 10min walk around its perimeter - and would benefit from additional permeability. Its redevelopment offers the opportunity to animate the public realm around it with frontage activation.

A series of spatial experiments for potential connections through the site were tested.

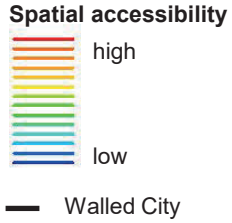


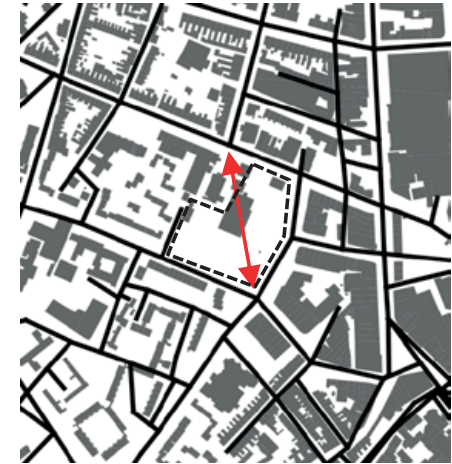


Option A increases accessibility along William Street and Sackville Street. The route through the site has average accessibility levels.

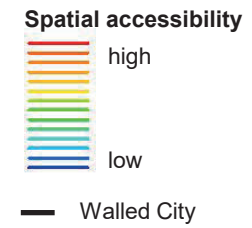


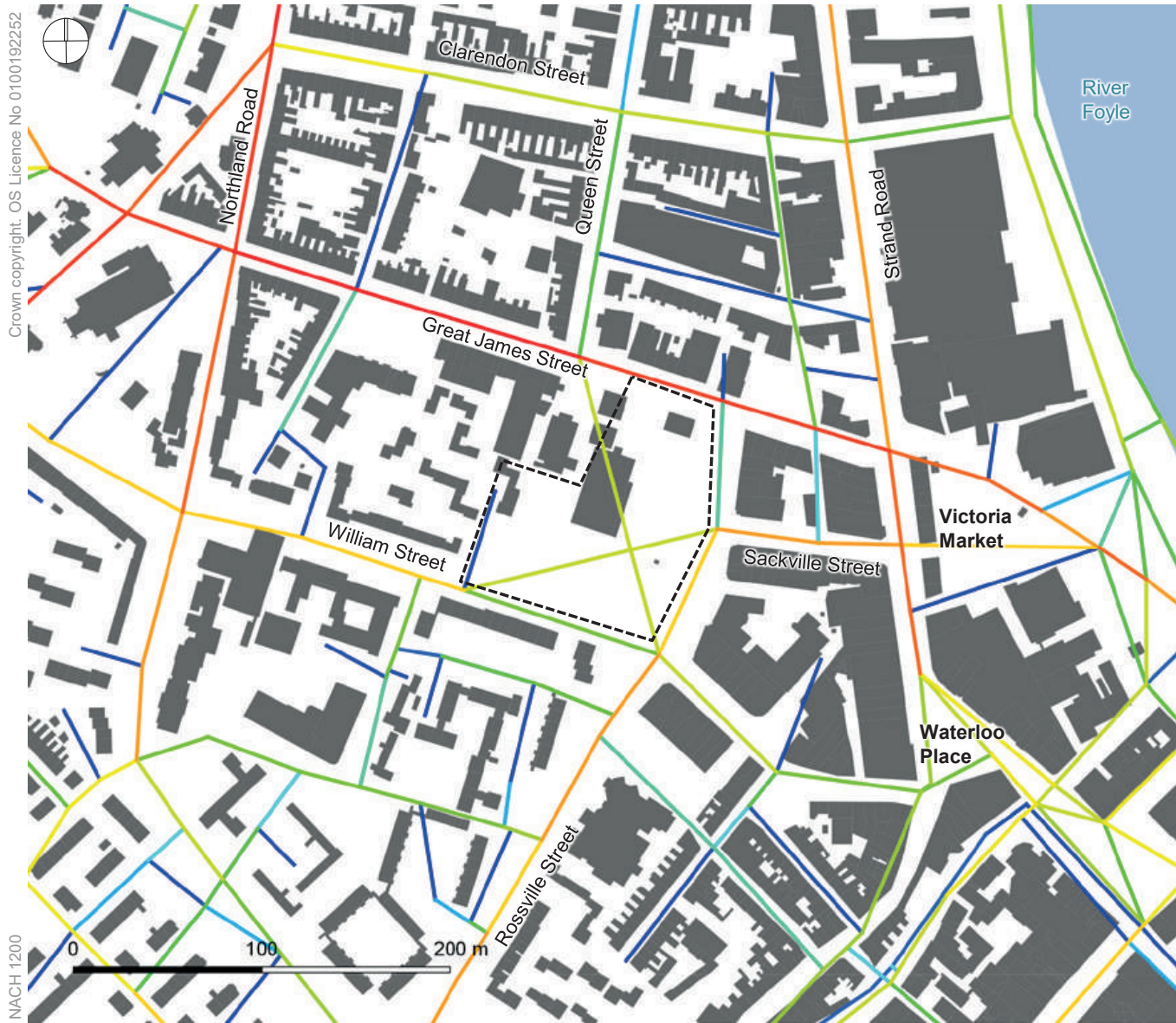
Option B does not have an impact on accessibility levels of the areas as it does not create a direct connection to Queen Street. The route through the site has low accessibility levels.



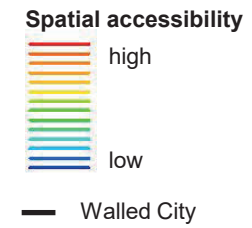


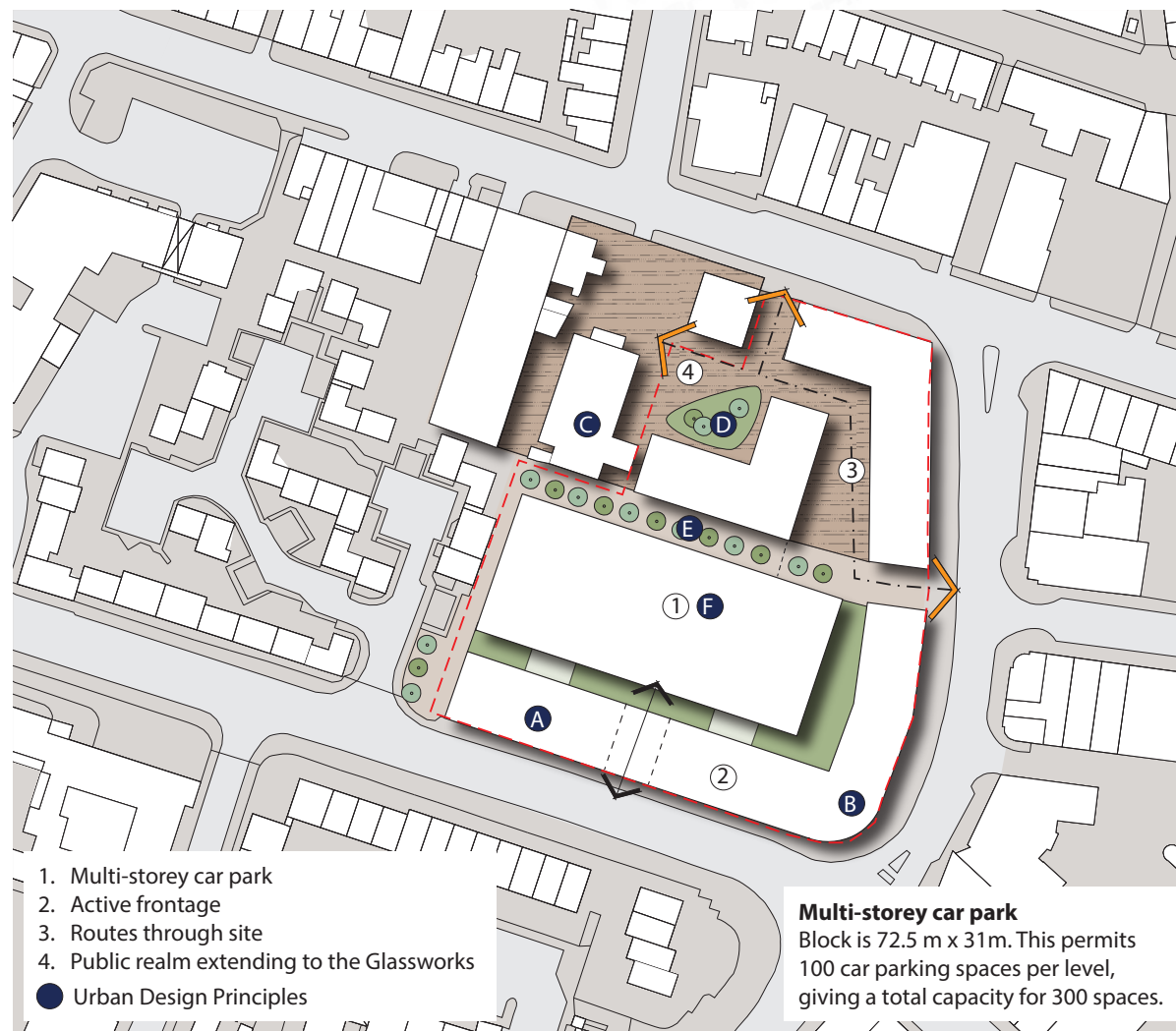
Option C creates a direct connection between William Street/ Rossville Street junction and Queen Street, through the open space in front of The Glassworks. This increases the accessibility of Queen Street and of the southern part of William Street connecting to Waterloo Place. The route through the site has average accessibility levels.





Option A+C combined increases the accessibility of Queen Street as well as William Street and Sackville Street to Victoria Market. A potential small open space/ setback of the southern corner can accommodate these desire lines as shown in the image below, while reducing the large block.





Proposed Plan

The proposal aims to redesign the space to introduce development and provide a more coherent block pattern that integrates into the surrounding city and improves overall connectivity.

Mixed use development, comprising retail, office and residential accommodation will be encouraged. This will increase the vibrancy, footfall and commercial viability of the site.

Legible and attractive pedestrian movement corridors will be clearly articulated to guide users through the site via mixed landscape works.

Development will be designed in such a way to create public space that allows users to pause and appreciate heritage assets in a more enclosed and personal civic space.

To address issues surrounding parking provision within the urban core, and subject to the findings of a transport/parking strategy, a high quality multi-storey car park is proposed for the centre of the site.

By removing the amount of surface level car parking, this will free up land for development and make a much more sustainable and economically viable use of space.



Proposed Density and Massing

The proposed site is redesigned with a pedestrian-friendly urban grain that is focused on practicality and placemaking.

The proposal seeks to increase the density of development at the site to a more sustainable level that makes efficient use of space.

By creating a well-considered layout, the site becomes much more legible and permeable to users. This sense of enclosure increases the perception of safety whilst also efficiently channelling movement flows.

Ensuring a high quality public realm is complimented with active frontage at ground level, the proposal introduces a series of well designed streets into the site.

Connectivity through the site is desirable but the site offers an opportunity to create a strong urban form with increased opportunities for frontage at the junction of William Street and Little James Street.

Key urban design and placemaking principles

- A. Opportunity for contextually larger building plots to be developed to increase enclosure and sense of safety.
- B. Encourage mixed-use development with active groundfloor frontage for increased vitality of the site throughout the day.
- C. Proposed development should respect existing heritage assets, however, contrasting modern design of a high quality would also be permissible.
- D. Potential for new public space to allow pause points for appreciation of heritage assets.
- E. Be cognisant in approach to servicing and delivery arrangements for end users of site.
- F. Potential to include a high quality multi-storey car park to address parking issues and permit further development of the site.



Mixed-use development, Greenwich



Corners of activity and spill-out areas, London



Space to socialise



Contrast of heritage and contemporary, Talin



Lighting and landscaping highlight heritage buildings



Development framing heritage assets, London

Next Steps

- Engage with landowners and statutory agencies to bring forward comprehensive redevelopment of the site.
- Determine parking need in line with transport strategy to ensure need is met but in a sustainable and efficient manner.
- Prepare a development brief of the site.



Intimate public square, Belfast



High quality multi-storey carpark, Nottingham

1 NORTH OF RAILWAY ROAD, STRABANE

Site Overview

The site North of Railway Road sits along an important route between the retail area on the edge of the town, and the traditional core of the Strabane Town Centre at Abercorn Square.

Currently of mixed quality there is an opportunity to strengthen and create vitality along this key link through appropriate development.

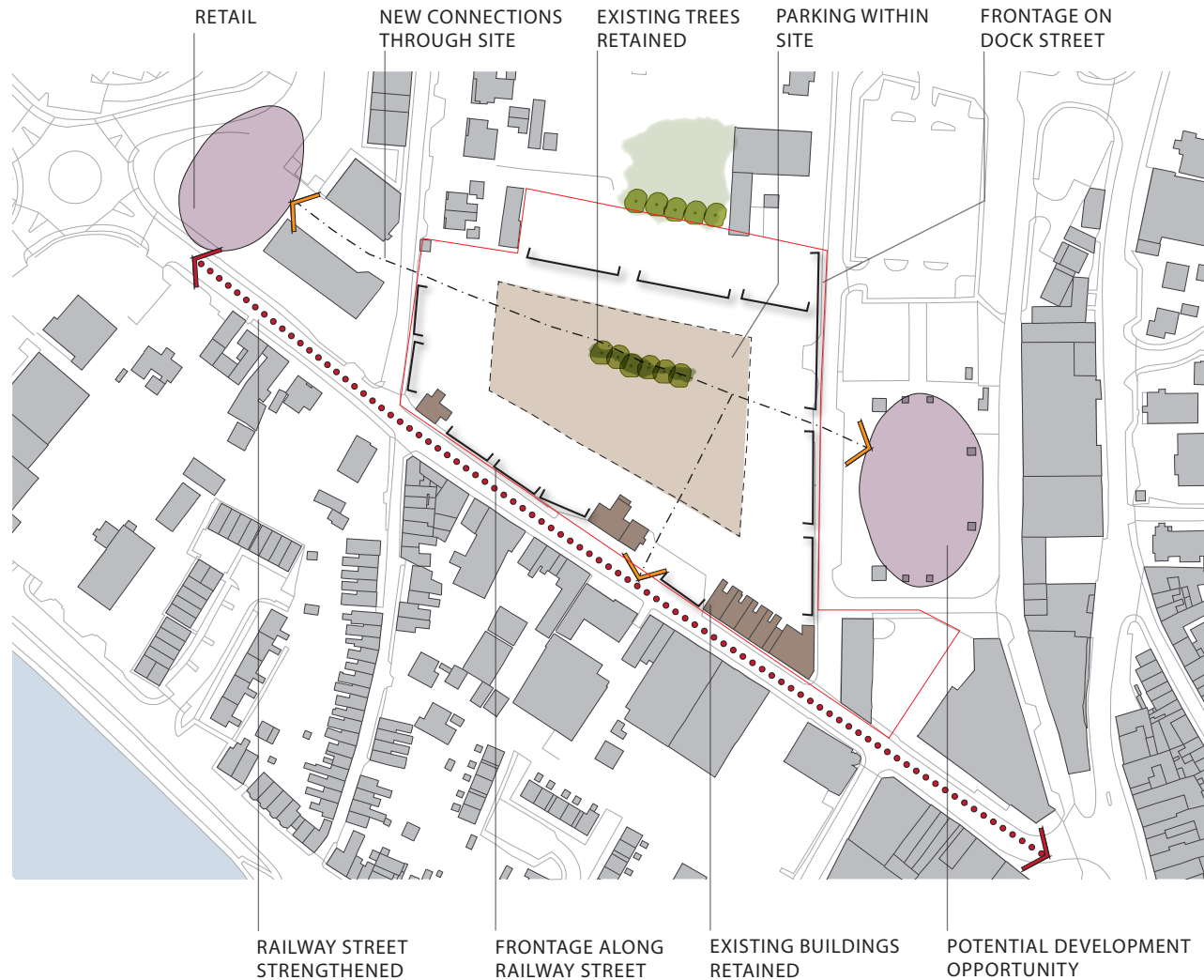
Summary of Analysis Points

- The site is compact, walkable and well-connected to the town centre and has strong examples of built heritage.
- There are a lack of connections between riverside, Main Street and the town centre.
- Large blocks between Railway Street and Main Street impact on the ease of pedestrian movement throughout the town centre discouraging walking and cycling.
- There is a lack of a continuous circulation loop between the retail park, the town centre and the pedestrian bridge.
- The retail park is of commercial importance to the town; however, it is detached from the rest of the town centre and draws both commercial and social activity away from the traditional central core.
- Large surface car parks occupy key open spaces.



Key site brief

- Reconnect the retail area with the traditional town centre core and increase the overall legibility of the site with public realm improvements.
- Introduce consistent building lines to emphasise movement channels and infill development for gap sites
- Increase the quality, vibrancy and diversity of use of the site and provide suitable parking and delivery provision.

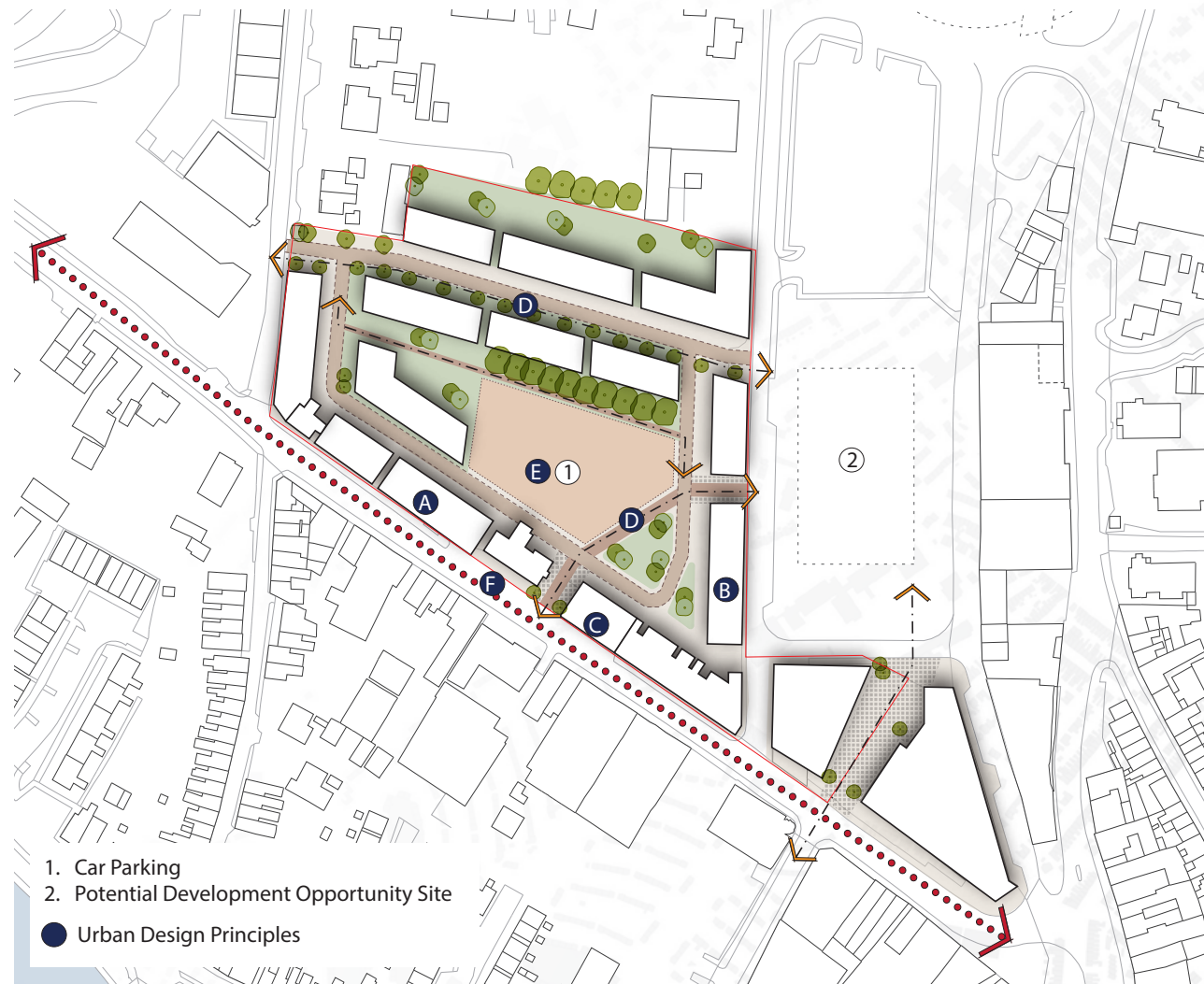


Proposal

This important strategic site offers a great opportunity to rejoin the town centre with its surrounding environs and communities and to increase the overall quality of place in Strabane.

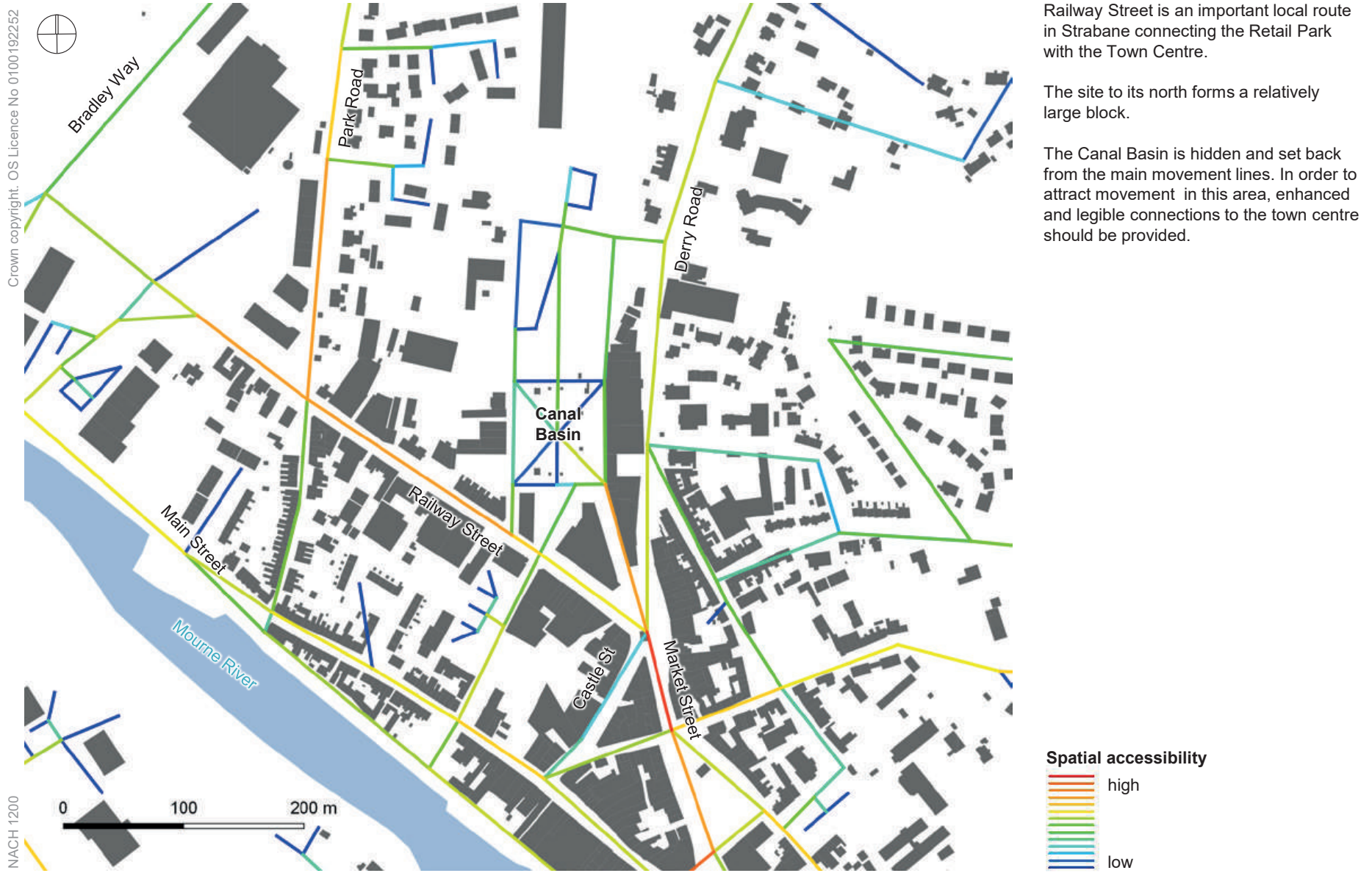
By linking the retail area with the traditional core, a key pedestrian movement corridor is established and the town gains a new public space as a focus of the site.

Mixed-use development will be encouraged with continuous building lines and storey heights along edges of the site to create a clearly defined and enclosed space. This should make the site much more legible and help redefine Railway Street, improving the overall pedestrian experience of the town.



Key urban design and placemaking principles

- A. The site should create a continuous building line fronting Railway Street and overlooking the Canal Basin site.
- B. Ground floor development promoting activity should be encouraged to create lively and safe streets that improve the pedestrian experience.
- C. Mixed use encouraged, including retail, commercial and residential.
- D. Connections through the site should be considered, creating a permeable block, linking Railway Street, Dock Street and the Canal Basin.
- E. Car parking and servicing should be located centrally within the development block, minimising its impact on the overall quality of streets.
- F. High quality public realm improvements to emphasise and encourage use of Railway Street as an important link between retail park and core of the town centre.

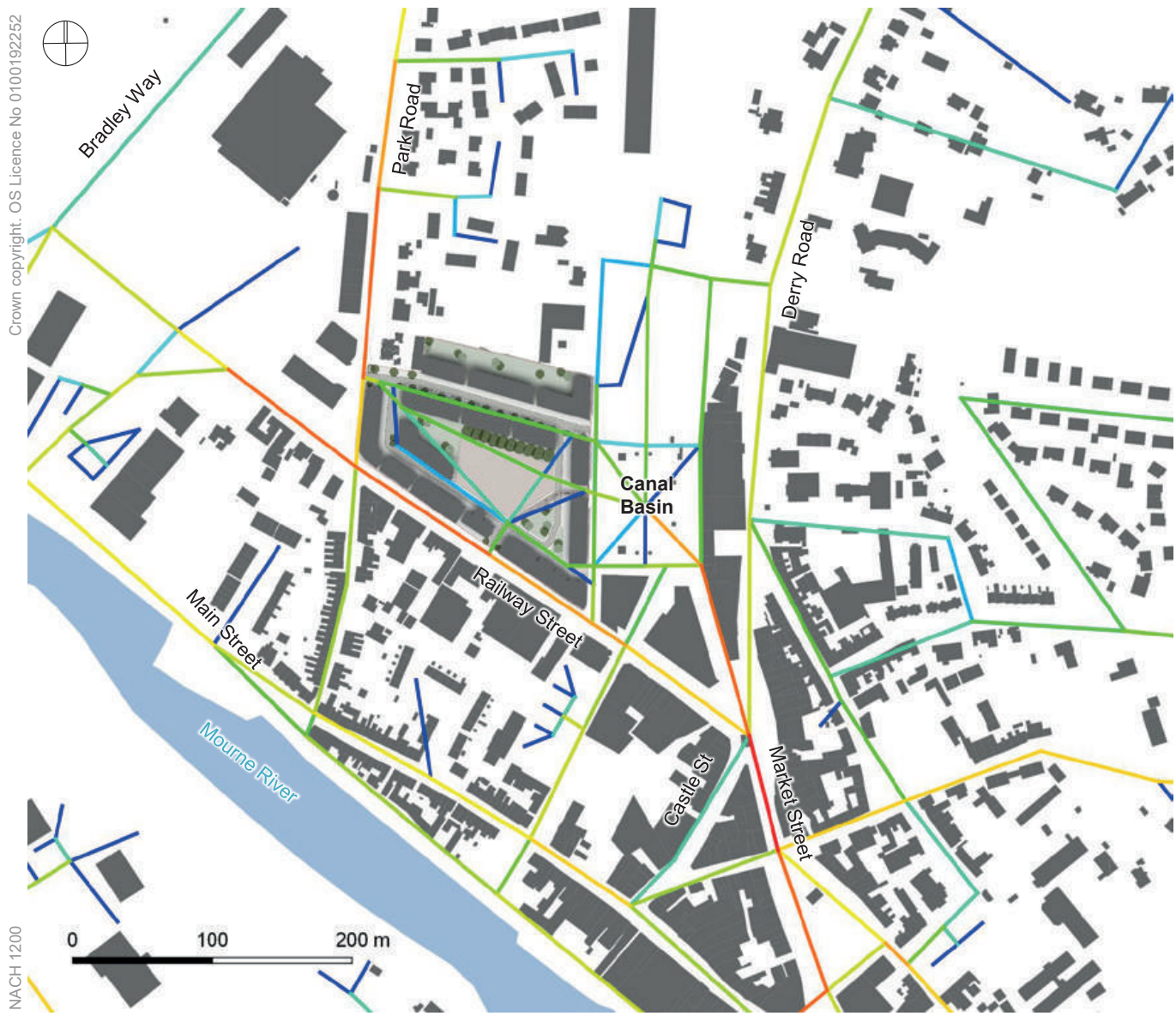


Railway Street is an important local route in Strabane connecting the Retail Park with the Town Centre.

The site to its north forms a relatively large block.

The Canal Basin is hidden and set back from the main movement lines. In order to attract movement in this area, enhanced and legible connections to the town centre should be provided.

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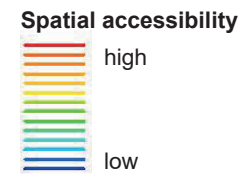


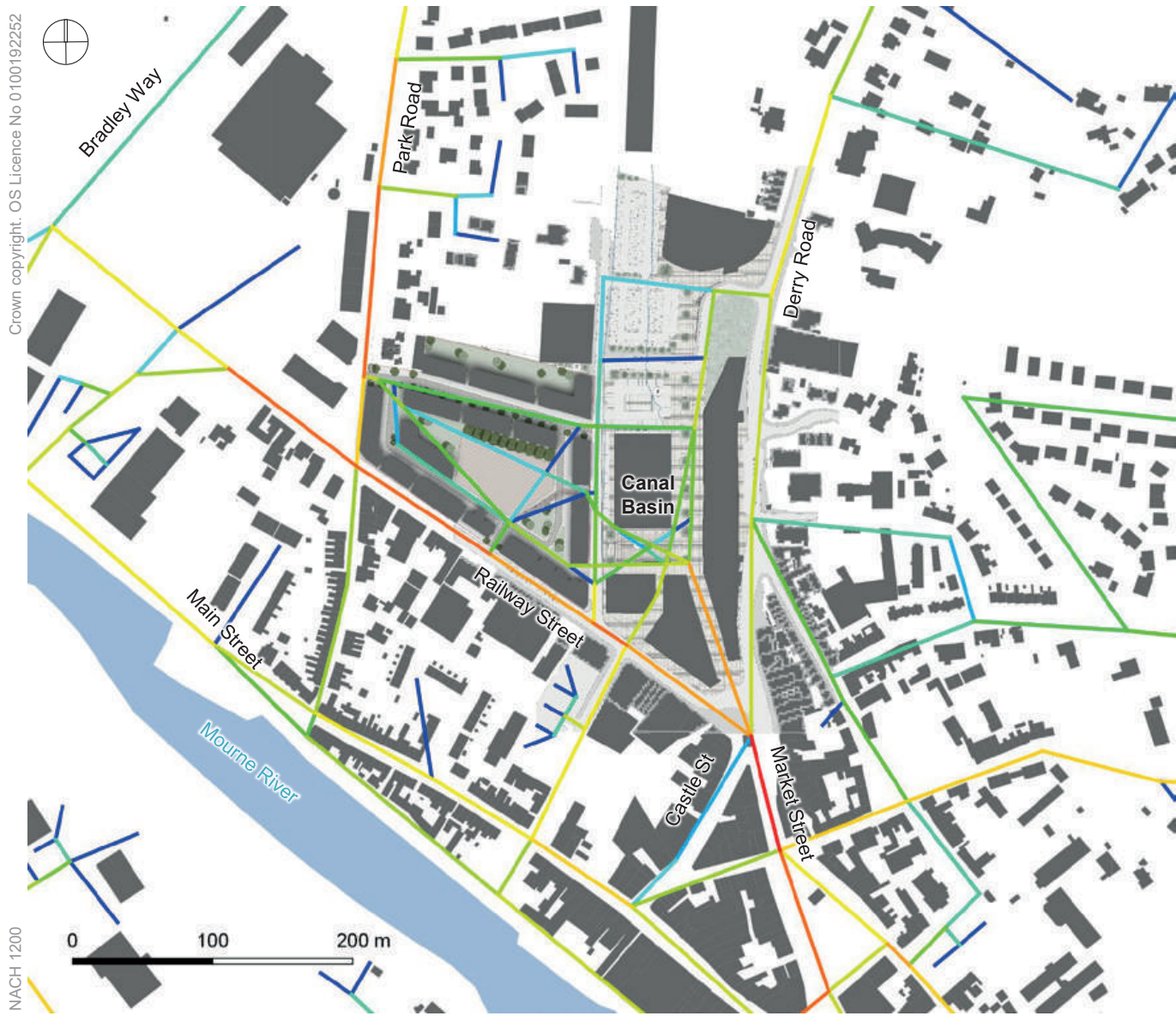
The additional permeability through the site increases the accessibility of Railway Street and reduces the large block size.

The routes through the site have average accessibility level.

A strong diagonal route emerges through the Canal Basin between Market Street and the proposed route which is parallel to Railway Street.

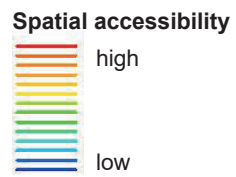
This improves the potential for through movement in the Canal Basin area, creating conditions for a successful public space.





The diagonal from Market Street is blocked by the proposed Canal Basin building.

The new public space to the south of the building is key for east west connections across this area.



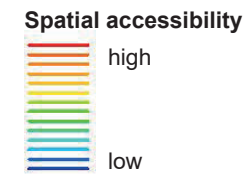
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An optimised diagonal between the Market Street and the proposed Railway site routes increase accessibility of the proposed public space.

Optimised access to the Canal Basin from Derry Road and Railway Street through landscape improvements will further increase accessibility and movement potential through this space.

This north-south route will be further strengthened with the addition of a bridge to the south.



NACH 1200

Next Steps

- Highlight opportunity to layer Key Site document into a local masterplan or develop as part of supplementary design guidance. This should ensure proposals coming forward are of a high quality and sustainable design.
- Designate development opportunities sites to targeted action and infill current gap sites along Railway Street.
- Public realm improvements should include landscape design to guide users both to and through the site.
- Engage with landowners and stakeholders to identify ownership of sites to expedite development.



Continuous building line, Leith Scotland



Sustainable Urban Drainage System car parking



Soft landscape to guide pedestrian flow, Charenton-le-Pont France



Overflow space on street for animation, Sint-Niklaas Belgium

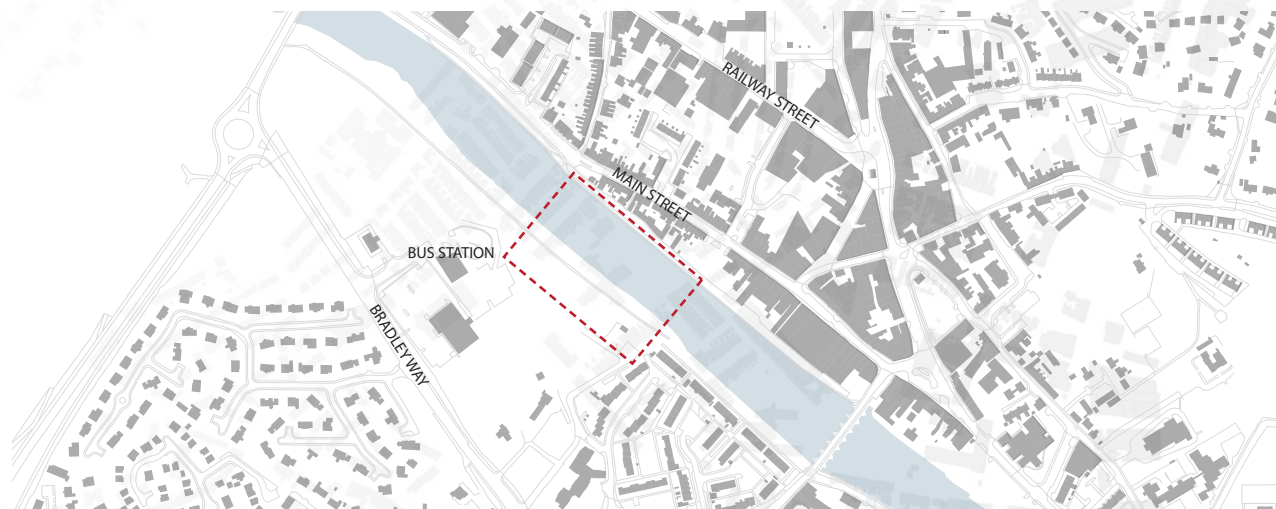
2 NEW FOOTBRIDGE AND SOUTHERN BANK, STRABANE

Site Overview

The site is dominated by the central position of the Mourne River. The river is lined by heavy flood protection walls that remove direct public access and critical views to the river.

The southern aspect of the site is underdeveloped and of a low density. Modern residential housing has been developed in a cul-de-sac fashion that has further exacerbated issues of connectivity.

The northern aspect of the site contains the traditional commercial area of the town where some attempts to improve the public realm have been implemented, albeit in an ad hoc manner.



Summary of Analysis Points

- Views of the river are limited, opportunities to establish a visual connection between the town centre and the river should be identified and established.
- Existing proposals by DCSDC suggest the introduction of a new pedestrian/cycle bridge would provide a positive physical relationship between the town centre and the river.

Key site brief

- Focus on connectivity and quality public space by prioritising pedestrian movement and ensure site is a pedestrian-orientated environment.
- Connect residential areas south of the bus station with traditional town centre to the north of the river.
- Make river edge a usable public space.

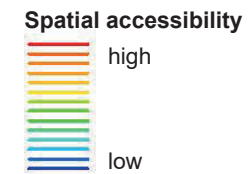


The local scale analysis of Strabane highlights Bridge Street, Railway Street Urney Road and Melmount Road as key connections.

The riverfront has low accessibility levels as it lacks local scale connections to Main Street, the Town Centre and Railway Street.

The accessibility of Main Street is relatively low at the local scale.

The southern riverfront between Bridge Street and Bradley Way is currently inaccessible.



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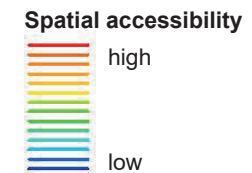
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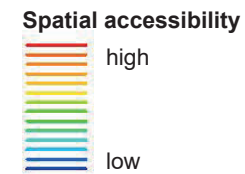
Footbridge option increases accessibility along Main Street





Footbridge option creates a stronger connection between the two sides of the river. However, the route to the footbridge landing to the south is convoluted.

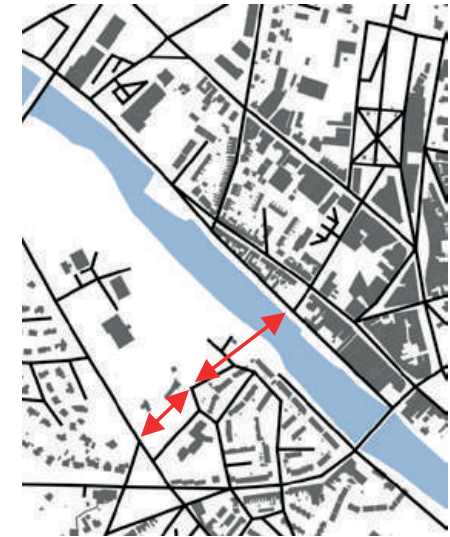
There is a significant increase of accessibility along Railway Street and the southern part of Main Street close to the town centre.



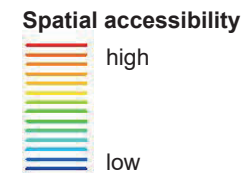
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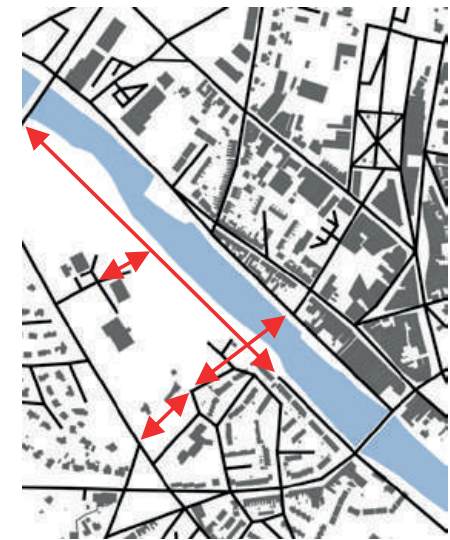


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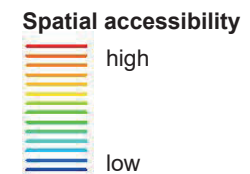


A direct route between the landing of the footbridge to the south and the intersection of Melmount Road/Bridge Street - a key orientation point with potential to become a local centre - increases its spatial accessibility and creates a strategic connection between the two sides of the river.





The Riverwalk creates a continuous connection between the three bridges along the river, which is currently inaccessible. This route will benefit from frontage activation.



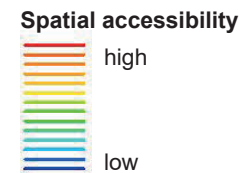
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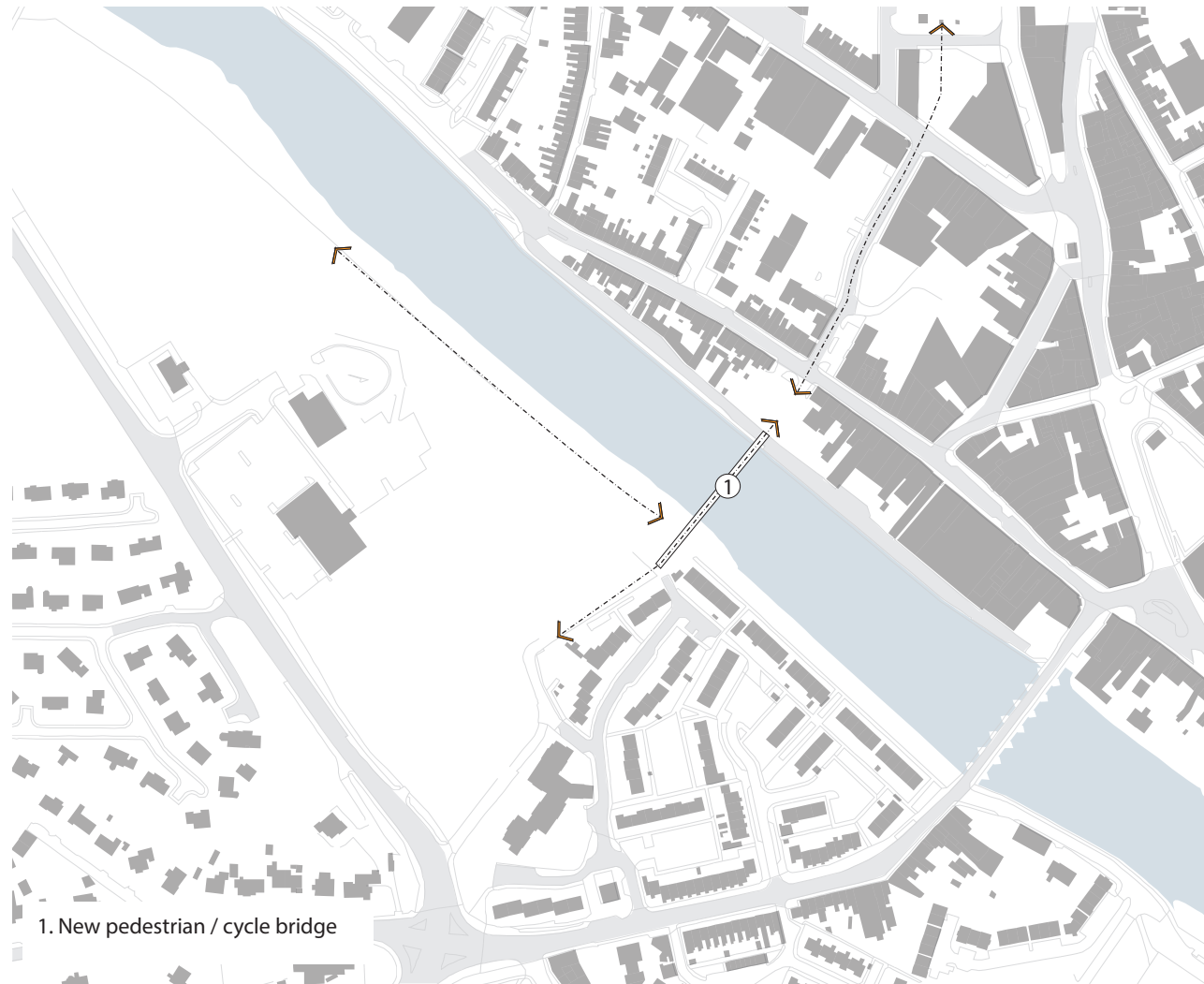


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Optimised access to the Canal Basin from Derry Road and Railway Street through landscape improvements will further strengthen this north-south connection that links the Canal Basin and the Town Centre through the bridge to the key intersection of Melmount Road/Bridge Street to the south of the river.





Proposal

The proposed new pedestrian/cycle bridge would offer a strategic link connecting the bus depot to the town centre.

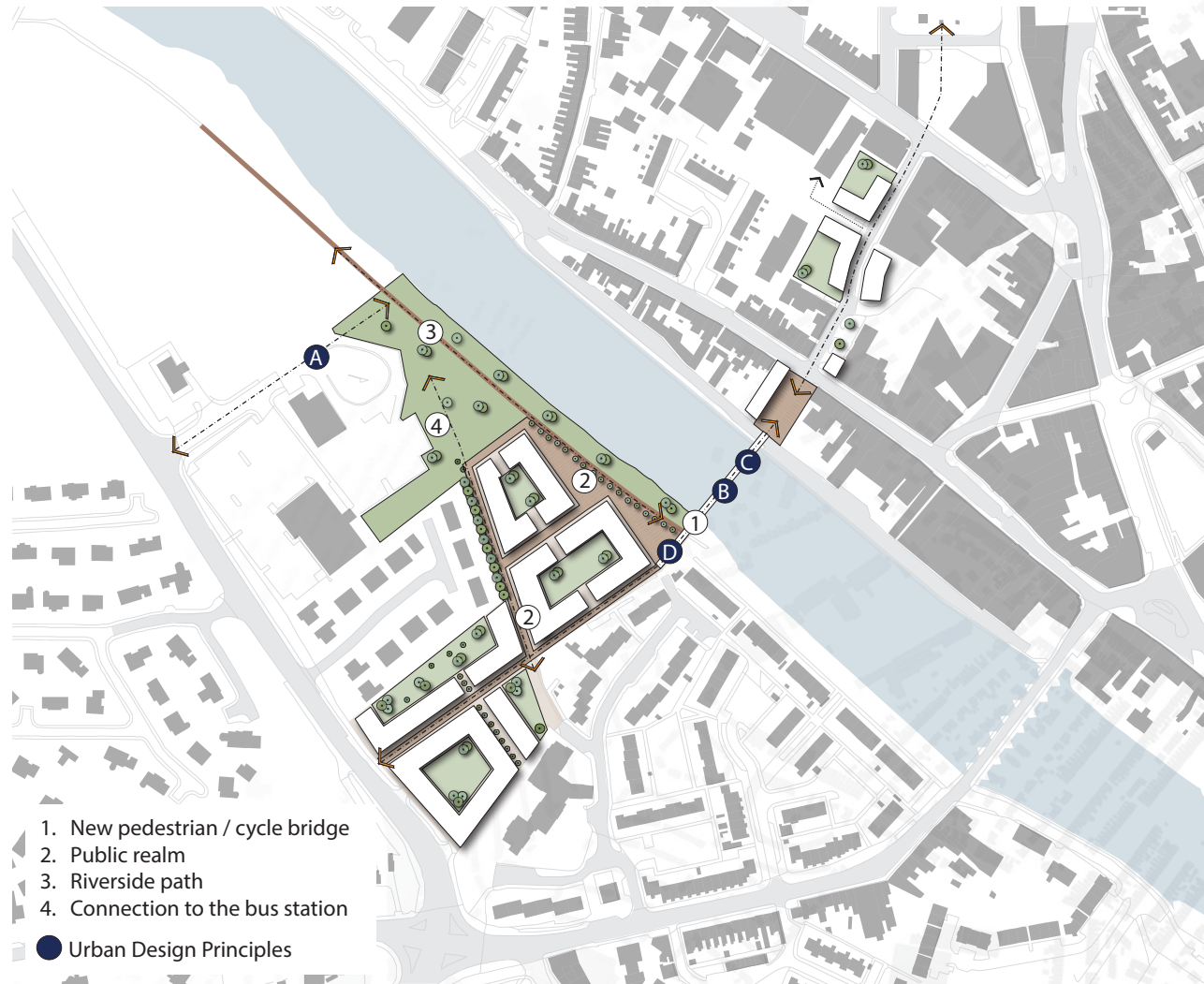
Such a bridge would allow a positive physical relationship to be reformed between the town and the river and to improve the overall permeability of Strabane town.

By opening up the path along the river, areas can be created for spill-out activities, to allow space to pause and socialise and to increase the vibrancy of the riverfront so it becomes a real asset for the town.

Proposal

A more sustainable urban grain is also proposed that includes an increased density of development should improve the quality of environment and the pedestrian experience.

New development would be permissible to residential usage, increasing footfall in the area and would also be sustainably connected to the bus station to encourage a transport modal shift.



Key urban design and placemaking principles

- A. Increased connectivity of the town centre with the bus depot making public transport and active travel a more attractive option.
- B. Opportunity to develop a greater sense of place through a quality designed pedestrian/ cycle bridge.
- C. Developing the bridge as a space for people to stop and enjoy the river view as well as being a key connection for movement across the town.
- D. Increased perception of safety to enable maximum use of the bridge at all times.

Next Steps

- Prepare a masterplan for the site.
- Progress the design and delivery of the bridge.
- Public realm works to ensure the holistic and legible reading of the bridge and its connecting environs.
- Examine the proposal for public access to the riverfront through potential arrangement with private landowners.



Residential development of a sustainable density that adds to placemaking of the site should be encouraged, Edinburgh



Bridge with cycle capacity, Portland Oregon



Provision for sustainable transport



Statement bridge for local icon branding, Belfast



Pedestrian bridge



Residential development may become more viable as connectivity issues are resolved

DERRY & STRABANE SETTLEMENT STUDIES

the **paul hogarth** company