

Dumfries and Galloway Council

LOCAL DEVELOPMENT PLAN 2

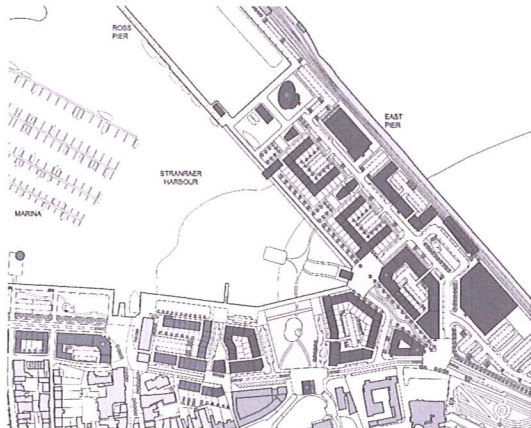
Stranraer Waterfront Urban Design Strategy and Masterplan Appendices

Planning Guidance - November 2019



This design strategy and masterplan was first adopted as supplementary guidance to the Wigtown Local Plan. That plan was replaced by the Council's first Local Development Plan (LDP) in 2014. The LDP has been reviewed and has been replaced by LDP2 in 2019. As the design strategy and masterplan is considered, by the Council, to remain relevant to the implementation of LDP2 it has been readopted as planning guidance to LDP2.

The regeneration of Stranraer and Loch Ryan waterfront is one of the Council's priorities. Implementation of the urban design strategy and masterplan will help deliver that priority.



**STRANRAER WATERFRONT
URBAN DESIGN STRATEGY AND MASTERPLAN**

on behalf of
DUMFRIES AND GALLOWAY COUNCIL

**Economic Regeneration Department
Dumfries and Galloway Council
Militia House
English Street
Dumfries
Dumfries & Galloway
DG1 2HR**

20 November 2009

The Study was carried out by SSM in association with
**Yellowbook
Drew Mackie Associates
Jon Rowland Urban Design
Hamilton Baillie Associates**

APPENDICES

APPENDIX A - EXISTING PHOTOGRAPHS

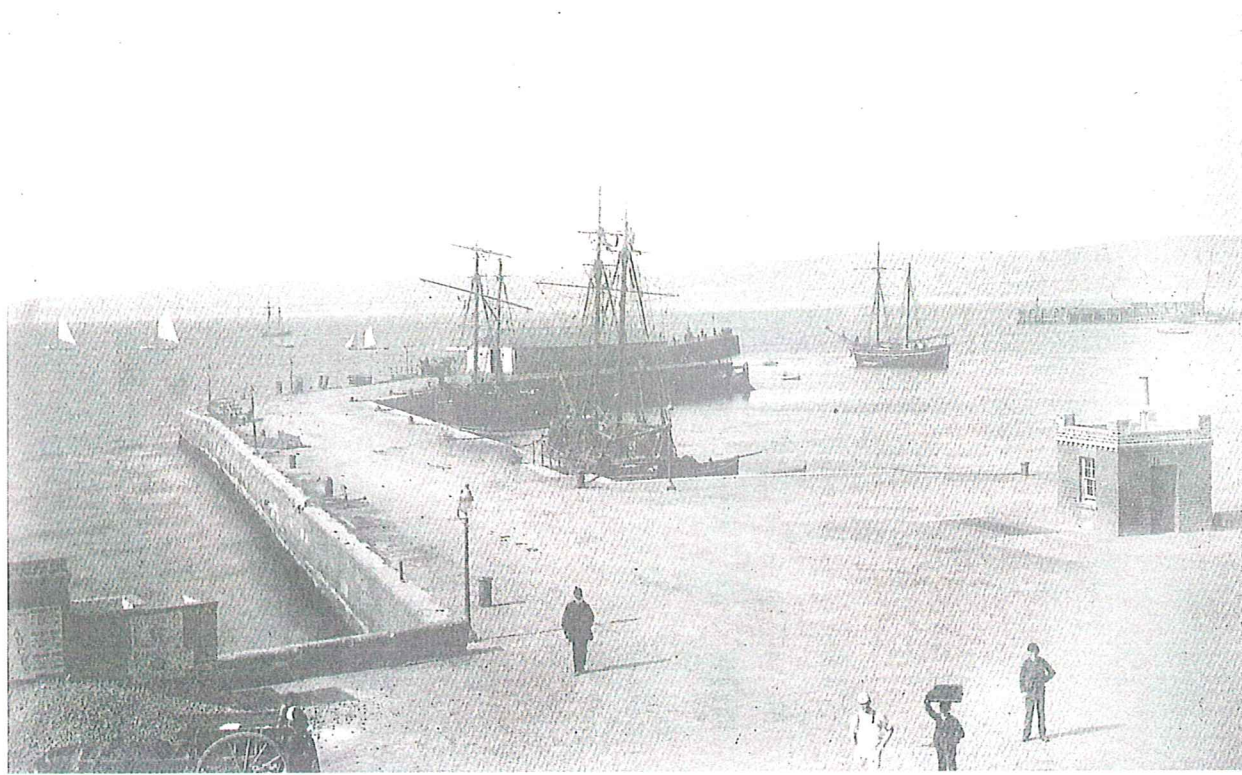
APPENDIX B - ANALYSIS DRAWINGS

APPENDIX C - STAKEHOLDER & COMMUNITY INFLUENCE

APPENDIX D - SHARED SPACE INFORMATION

APPENDIX E – SCOTTISH WATER INFORMATION

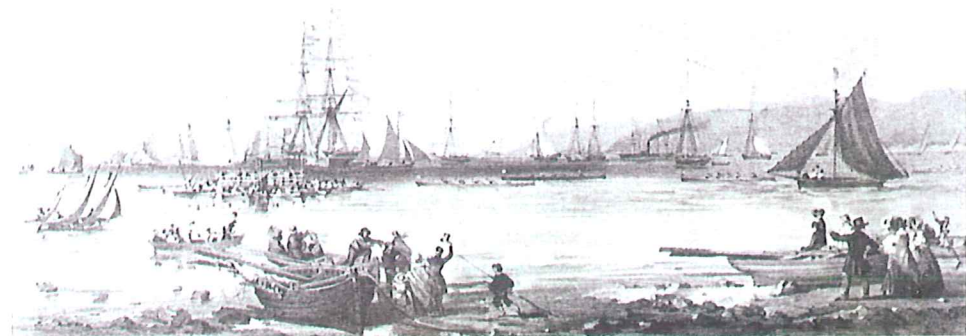
APPENDIX A



East Old Pier



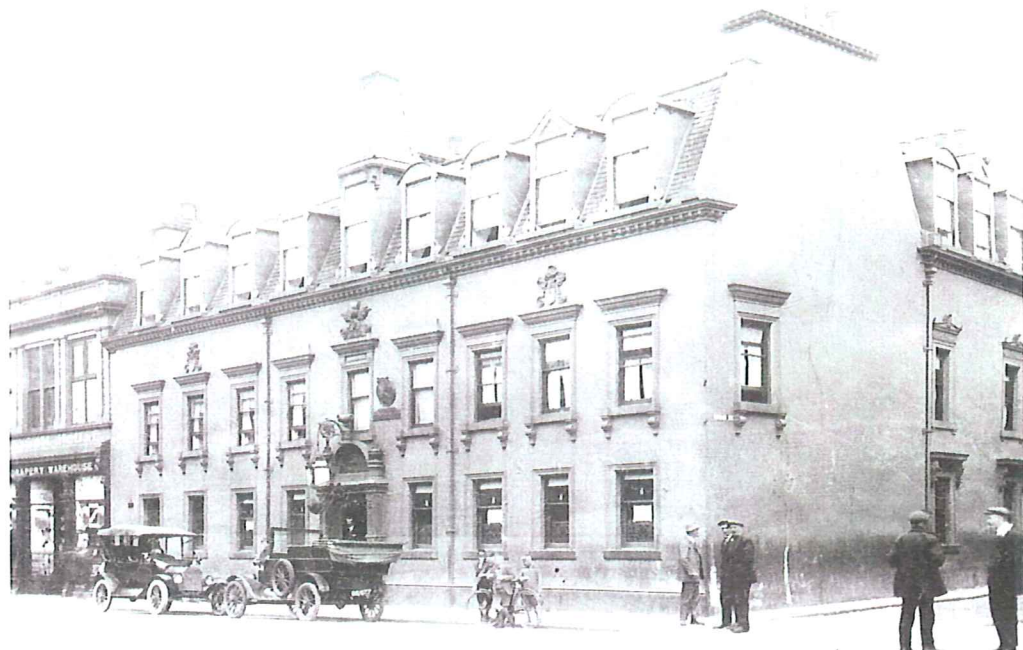
Stranraer Flood



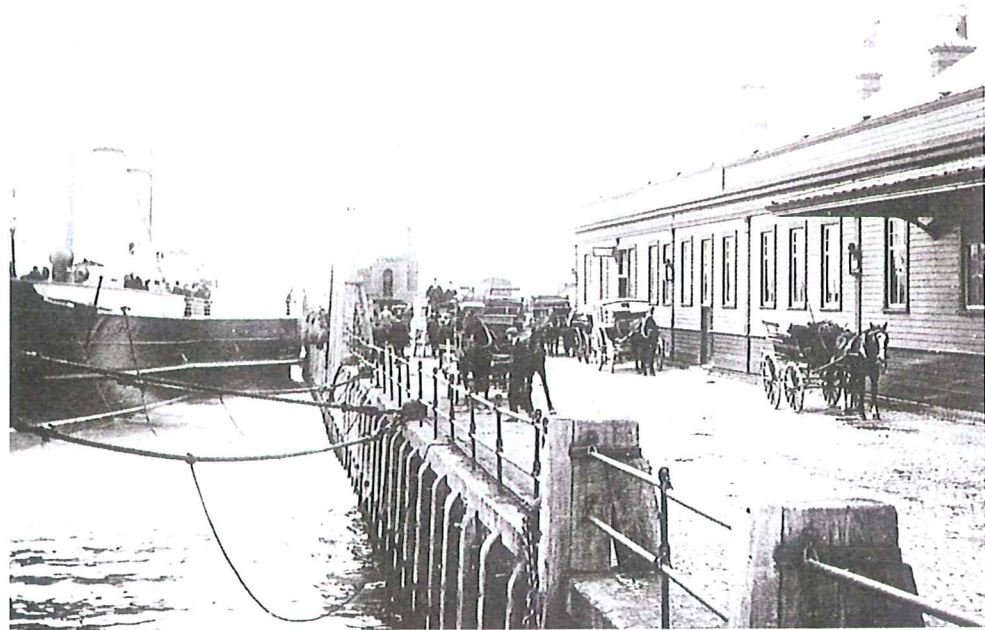
Loch Ryan Regatta 1846



George ST Looking West



George Hotel



East Pier In Early Twentieth Century



East Side Of East Pier



Path Around Stena Car Park



Breastworks Car Park



West Pier Fishing Boats



Slip Way Near Market ST



Beach Near Agnew Park

STRANRAER MASTERPLAN

WATERS EDGE IMAGES

DWG NO. 0807/ D51

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF



New Marina Pontoons



View Of Town From West Pier



Fishing Boats



View of West Pier (Currently Closed)



Breakwater For Pontoons

STRANRAER MASTERPLAN

WEST PIER IMAGES

DWG NO. 0807/ D52

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF



West Edge To Pier



Stena Marshalling Area



View Of Pier From Bridge



Boat Docking Equipment



Stranraer Railway Station



View North Along Pier



North Strand Street



Harbour ST./ Market ST. Junction



Princes Street



Queen Street/ Market Street Corner



Pitrodie park

North West Castle

Harbour Street/ Charlotte Street Junction

STRANRAER MASTERPLAN

TOWN EDGE IMAGES

DWG NO. 0807/ D54

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF



Tesco Car Park



Beastworks Car Park



Land Adj to Gnew Park



Car Park to Fisher Street



Agnew Park



Stena Car Park



Garden of Friendship



Marine Lake Car Park

STRANRAER MASTERPLAN

OPEN SPACE IMAGES

DWG NO. 0807/ D55

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF



George Street Towards High Street



Sun Street Looking West



George Street Looking West



Sun Street From Bridge Street



South Strand Street



Bridge Street Looking West



Charlotte Street Towards Waterfront



George Street Looking East



Hanover Street Looking West



Castle Street Looking North

STRANRAER MASTERPLAN

TOWN CENTER IMAGES

DWG NO. 0807/ D56

SMITH | SCOTT | MULLAN | ASSOCIATES
T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF



Aerial View of Harbour Looking South



Aerial View of Stranraer Looking East



Aerial View of Harbour Looking North



Aerial View of Stranraer Looking North West

STRANRAER MASTERPLAN

AERIAL PHOTOGRAPHS

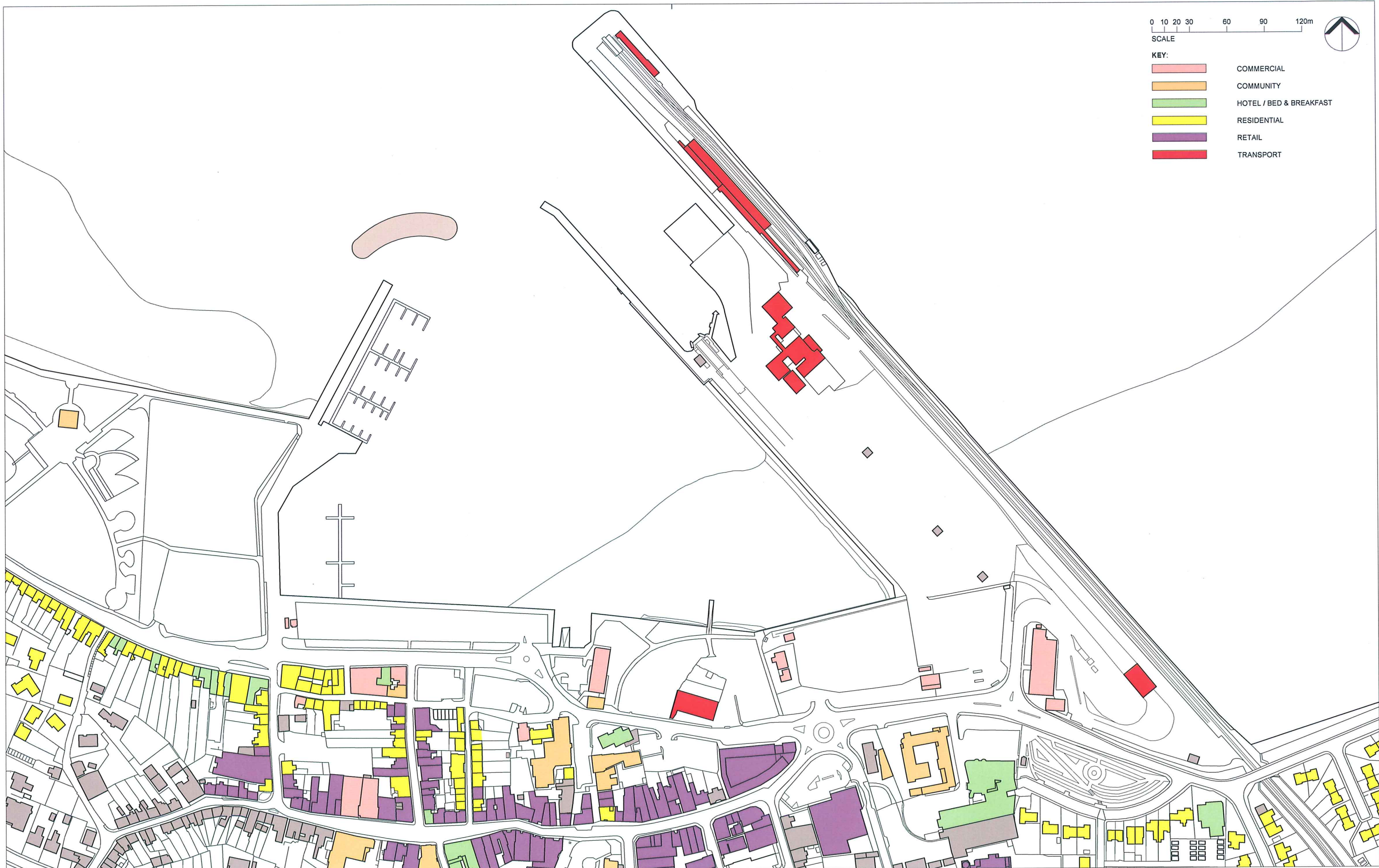
DWG NO. 0807/ D57 REV A

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF

APPENDIX B



0 10 20 30 60 90 120m
SCALE

KEY:

	COMMERCIAL
	COMMUNITY
	HOTEL / BED & BREAKFAST
	RESIDENTIAL
	RETAIL
	TRANSPORT

© THIS DRAWING IS COPYRIGHT OF
SMITH SCOTT MULLAN ASSOCIATES

REVISIONS

STRANRAER WATERFRONT
MASTERPLAN

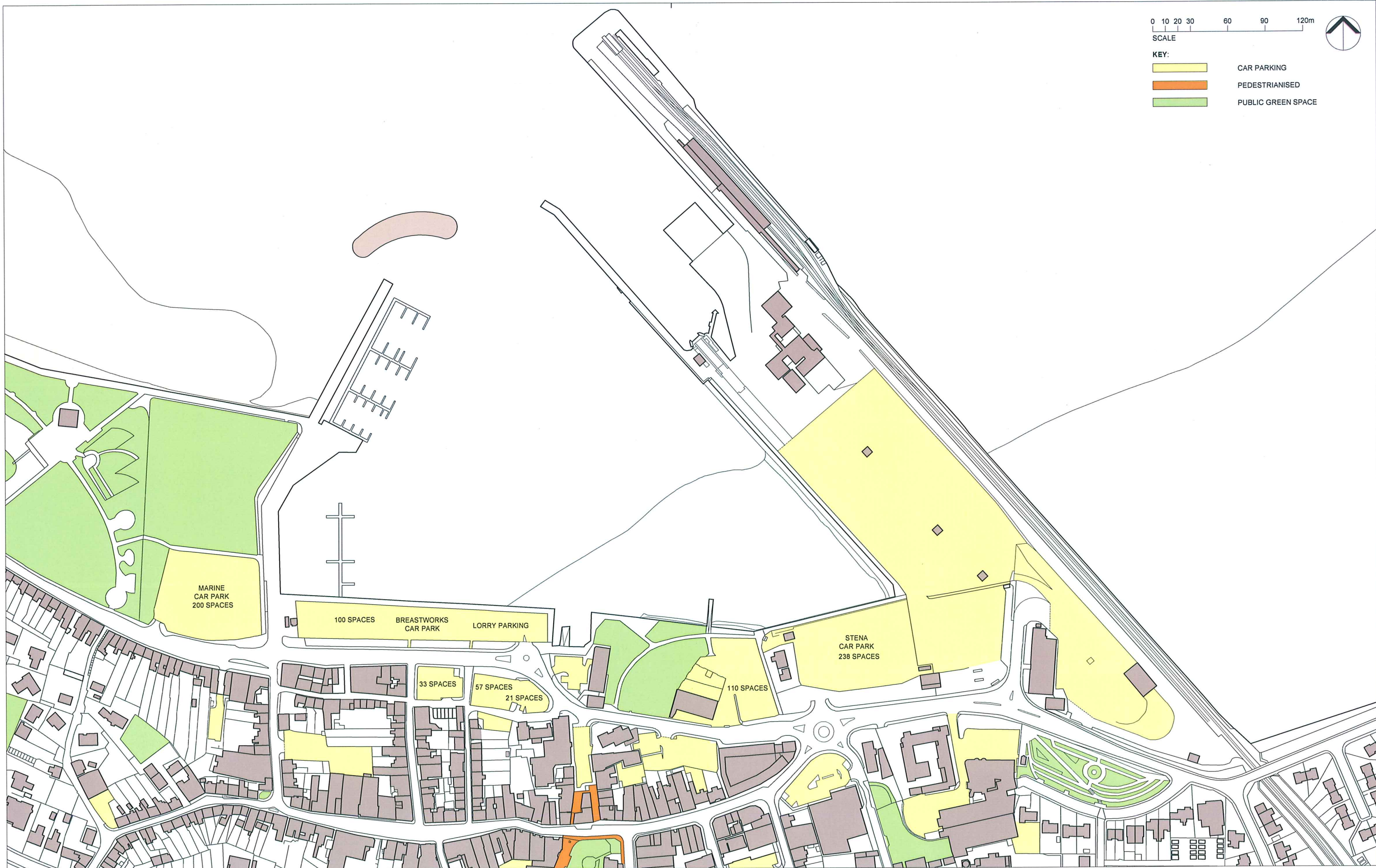
BUILDING USE ANALYSIS

1:2750 @ A3
0807/D-08 REV A

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414	378
F 0131 555 1448	LEITH WALK
E mail@smith-scott-mullan.co.uk	EDINBURGH
	EH7 4PF

01.06.09



0 10 20 30 60 90 120m
SCALE

KEY:

	CAR PARKING
	PEDESTRIANISED
	PUBLIC GREEN SPACE

© THIS DRAWING IS COPYRIGHT OF
SMITH SCOTT MULLAN ASSOCIATES

REVISIONS

STRANRAER WATERFRONT
MASTERPLAN

OPEN SPACE ANALYSIS

1:2750 @ A3
0807/D-09

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414

F 0131 555 1448

E mail@smith-scott-mullan.co.uk

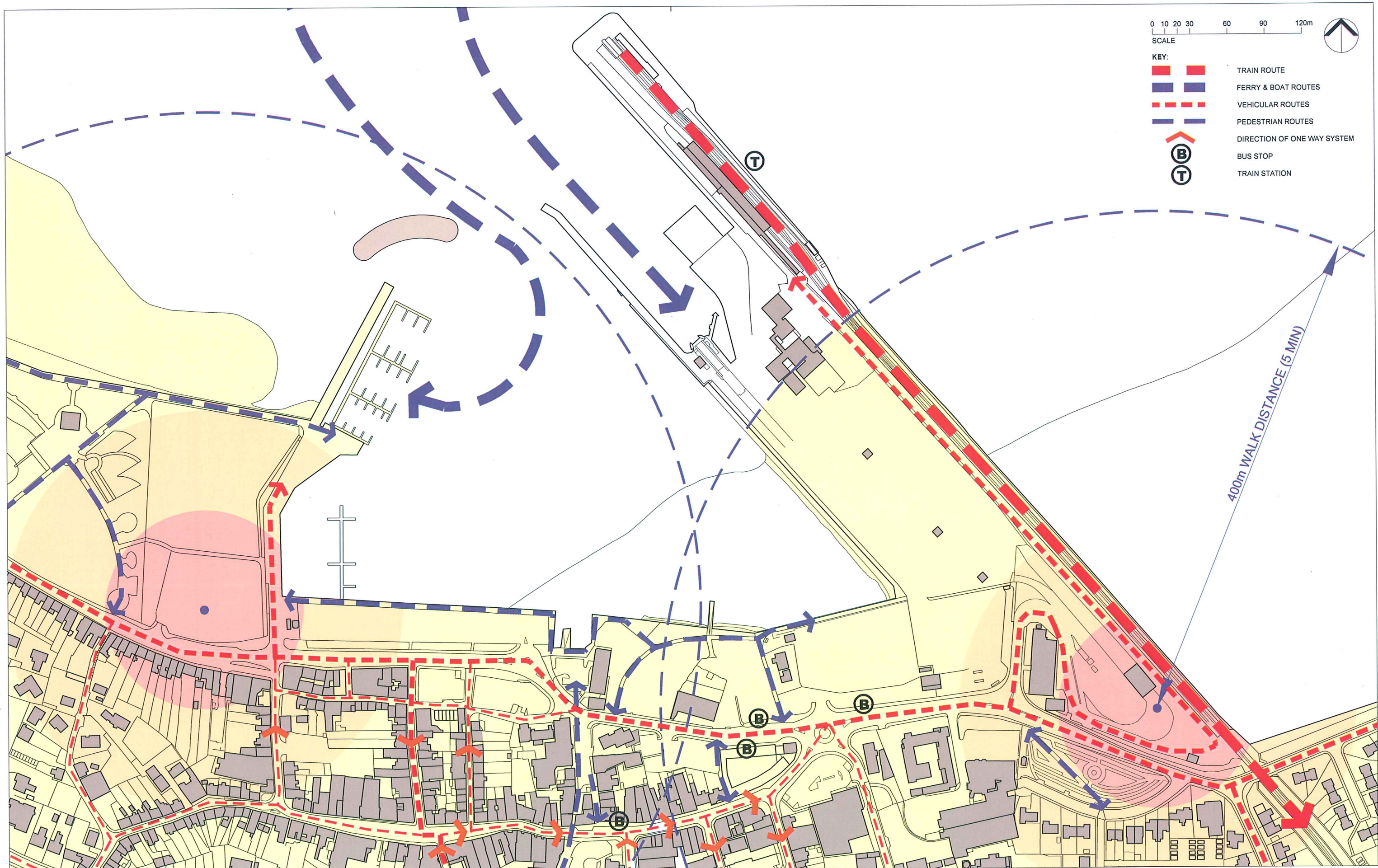
378

LEITH WALK

EDINBURGH

EH7 4PF

01.06.09



0 10 20 30 60 90 120m
SCALE

KEY:

- TRAIN ROUTE
- FERRY & BOAT ROUTES
- VEHICULAR ROUTES
- PEDESTRIAN ROUTES
- DIRECTION OF ONE WAY SYSTEM
- BUS STOP
- TRAIN STATION

© THIS DRAWING IS COPYRIGHT OF
SMITH SCOTT MULLAN ASSOCIATES

REVISIONS

STRANRAER WATERFRONT
MASTERPLAN

EXISTING ROUTES ANALYSIS

1:2750 @ A3
0807/D-10 REV B

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414
F 0131 555 1448
E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF



- 0 10 20 30 60 90 120m
SCALE
- KEY:
- ? DISORIENTATION
 - G GLIMPSE
 - S GRADUAL SLOPE
 - S MODERATE SLOPE
 - T TERMINATED VIEW
 - R RHYTHM
 - V VISTA
 - * NODAL POINT
 - ⊕ MAJOR LANDMARK
 - ⊕ LOCAL LANDMARK
 - ⊙ SIGNIFICANT BUILDING
 - EDGE
 - SIGNIFICANT BUILDING LINE
 - ▨ RIDGE
 - 3 2 SEQUENTIAL VIEWS
 - C LINKED SPACES
 - ⚡ PINCH POINT
 - ⚡ INTRUSIVE FEATURE
 - ⚡ SPACE LEAK
 - ? DEFLECTED VIEW

© THIS DRAWING IS COPYRIGHT OF
SMITH SCOTT MULLAN ASSOCIATES

REVISIONS

STRANRAER WATERFRONT
MASTERPLAN

URBAN DESIGN ANALYSIS

1:2750 @ A3
0807/D-11

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414

F 0131 555 1448

E mail@smith-scott-mullan.co.uk

378

LEITH WALK

EDINBURGH

EH7 4PF

01.06.09

APPENDIX C

Community/Stakeholder Influence

The following information is the results of the second Stakeholder and Community Consultation events

These workshops were held on the 13th May in the Library in South Strand, the first during the day and second in the evening. Attendance was similar to the previous events. In both workshops, a presentation was given of the proposals.

In the Stakeholder workshop, the audience split into groups and a number of options were tabled:

- Retain and refurbish the West Pier
- Demolish the West Pier
- Supermarket on Stena area
- Supermarket on East Pier
- No Supermarket on Waterfront

A number of other information sheets were issued to 5 groups. Having discussed the options, participants were asked to comment on the proposals in terms of:

- Concerns
- Elements supported
- Other ideas that might be included.

(Note :The Community workshop only considered the maps)

Map Exercise

The Comments elicited during the map exercise are given below. These aggregate the results of both workshops. In general, the proposals were well received by both the Stakeholders and Community.

Concerns:

- Also tackle social problems on Castle Green
- Could get into political problems over car parking space - AVOID!
- Concern over loss of "traditional harbour" / mixed use if fishing boats move to East Pier (could reconfigure pontoon location)
- Mud around buildings at low tide
- Should have Car Parking on front - but better managed
- Soft landscaping should screen car parking at Marina from Marina Access
- Possible bad appearance of East side of West Pier
- Dredging of deep water channel - who will do? Also area in front of Waterfront
- Lack of Marina shore facility - crane, dry dock, workshops etc.
- No central car parking space
- Housing on East Pier could become exclusive and discourage access
- Bad if it didn't happen at all!

- Definitely no Council One Stop Shop
- Breastworks should not be built upon
- If the West Pier is to be retained with a pedestrian walkway, the part against the pontoons will need to be secure.

Supported:

- Strong walkway / path strategy VERY important
- South Strand Street Square / Castle pend - great idea to improve
- Waterfront Park node is point of interest - an important node / junction of East Pier Waterfront
- Support for more pedestrian friendly layouts - possible small scale pedestrianisation.
- Support for low speed design
- Support for removing the roundabout by Tesco's
- Water sports destination very important
- Support housing redevelopment on front - but more car parking for Library
- Support spaces and connections forming "place" at South Strand
- Like green space along front
- Like pontoon structures
- Good walkway / vista (Castle Green / South Strand)
- Support traffic calmed junctions to allow pedestrian priority
- East Pier is the best place for a supermarket
- Like idea of buildings along East Pier
- Support for retention of existing rail lines to end of East Pier
- Green Waterfront a must!
- Whole strategy approved - 95%!!
- More attractive walking space
- Support hotel(s) on seafront
- Scottish Water inhibits building - positive!
- Visitors will be encouraged to walk along the front
- Stranraer has little wealth so we need to have something special to bring in money - which would improve the shops and their contents
- We like the cruise ship coming into Stranraer - is the water deep enough?
- Supermarket location very good
- Continuous walkway very good.

Ideas:

- Consider improving pedestrian access along shopping street - even displace some parking
- Provide swimming area on Waterfront

- Scottish Water - new Mains work would generate re-instatement works which could benefit public realm strategy
- "Early Action Program" for East Pier once Stena move
- Tidy up
- Move Fair to Pier
- Transport Interchange
- Basic landscaping
- Events - interpretation boards
- Create gravel topped island for breeding tern colony (re-use dredging)
- Mount camera on black guillemot nest box - show live images (East Pier)
- Feature viewing point for wildlife / activity viewing (end of East Pier) - Interpretation Centre & Cafe
- Loch Ryan history - mould scale features (beetles, hippos,) Mulberry for kids to climb on & provide aesthetic point to reflect on wartime importance of the Loch
- Encourage at new breastwork building - not civic!
- Develop rail tours from the outset as way of building footfall into town and help town centre shops - market is already there as is infrastructure.
- Re-introduce water link to Port Rodie - will enhance gateway to Northern Ireland
- Create lock with tall ship opposite North West Castle Hotel
- Local history museum needs to be high quality with good exhibits - preferable interactive for young children to enjoy
- Food and drink clustered close to Marina
- Town Centre shopping must be part of the whole picture - not left until later.
- Transport Hub at East Pier with Supermarket and parking
- Adopt principle of retention of value within the community - eg John Lewis Partnership
- Adopt principle of best spaces to be retained for public use
- Mooring at end of East Pier for a 2000 ton reserarch vessel in conjunction with a European funded Maritime Biological Research Centre with attached Aquarium
- Public access to end of West Pier
- Water / wave poer opportunity at East Pier?
- Develop fishing port / fish market at East Pier
- Maritime heritage theme to repeat through design and detailing
- More fingers projecting deeper into Basin from East Pier
- Tall ships?
- Develop new Leisure centre with Bowling Alley and Ice Rink on East Pier
- Artisan shops etc. Would be better suited to the East Pier area
- Emphasise rich maritime History (Beetle Crafts etc.)
- Need tourist information to open later - especially in season
- Should be kept clean at all times
- Family / group facilities eg bowling
- Bowling / Cinema / Live Theatre with restaurants and bar facilities
- Decent FREE toilet facilities
- Facilities for young people eg indoor skate park
- Benefit of "involving the local community" in attraction - not just tourist industry
- Scuba Diving
- Marine Biological Research Station as focal point for Aquarium (Gulf Stream Aquarium will benefit Colleges and Schools)
- Inward investment:
- Jobs
- Enterprise
- IT cos
- Cycle paths
- Walking tours around town
- Maritime history
- Princess Victoria
- Liverpool Albert Dock
- Supermarket to contribute to a sea-life centre planning gain (allegedly!)
- Budget hotel rather than high quality will bring in more tourists.

APPENDIX D

Shared Space Background information and Key Principles

Background

The masterplan and urban design strategy are in development at a time of rapid change in policies and practice relating to traffic in towns. Across mainland Europe and the UK, a fresh approach to reconciling the relationship between people, places and traffic is evident. Such changes build on a greater appreciation of the social and economic values of streetscapes as part of the public realm, as well as new insights into behavioural psychology and driver behaviour. Often labelled “shared space” or “simplified streetscapes”, recent developments challenge many long-standing assumptions that have defined and guided recent street design and traffic engineering such as Scottish Executive’s *Planning Advice Note 76*, “Residential Streets” and Scottish Government “Designing Streets” – Consultation draft (Jan 2009).

Conventional highway design has long been based on the principle of segregation between traffic and other civic functions. Such segregation was a key recommendation of the Buchanan Report of 1963, *Traffic in Towns*. Ring roads, pedestrian precincts, signs, barriers, traffic management systems, underpasses and over bridges are all manifestations of such recommendations. More recent developments and policy recommendations have started to explore the potential for greater integration of drivers and traffic into the social fabric and civic context of streetscapes. Such changes present significant new opportunities and issues for towns and villages seeking to preserve and enhance the quality of the urban environment under pressure from growing traffic volumes.

Key Principles of Shared Space Design

Place Making. Wherever possible, proposals should seek to create or reinforce a distinctive sense of place within the context of the buildings, orientation, views and topography of the built environment. The approach seeks to create a legible sequence of spaces set within the network of streets and connections. The principle of place making is especially relevant for junctions and intersections, and for key points of entry and transition within the network.

Low-speed design. The speed of traffic is the single most critical factor in determining the relationship between people, places and traffic. Within the boundaries of the Town Centre, the strategy seeks to establish a design speed for traffic appropriate to the safe integration of pedestrian flows and other civic activity. Design speeds lower than around 22 mph provide for more efficient traffic flow as a result of greater efficiencies at intersections and the removal of requirements for extensive signal controls. The low-speed design context is created through self-reading streets, rather than through the enforcement of legislative speed limits.

Clear Gateways and Entry Points. The urban design strategy seeks to create clear transition points at key places of entry into the town centre. This helps to emphasize the contrast between the higher-speed context of the highway and the low speed environment of the town centre. Changes in dimensions, materials, lighting, landscaping and street details, combined with public art and appropriate signing can be combined to create and reinforce gateways.

Clutter Removal. The urban design strategy seeks to create simplicity, legibility and an easily maintainable urban environment. To this end, the strategy aims to minimise the use of signs, road markings, signals, barriers and other elements associated with highways.

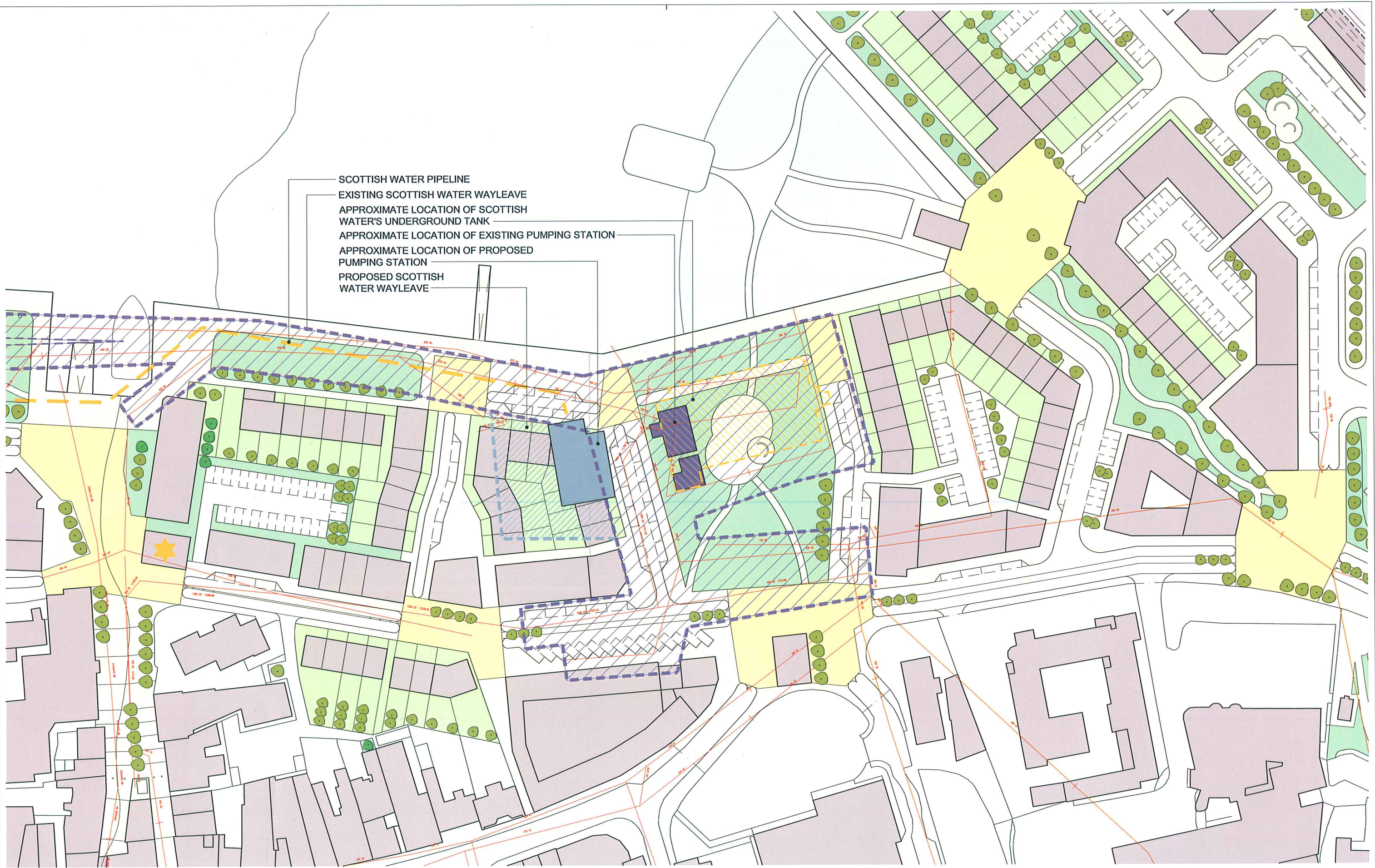
Accessibility. The strategy builds on a thorough analysis and understanding of direct and preferred routes (desire lines), to avoid extensive detours and diversions. Streetscapes will aim to provide simple and unobtrusive guidance and navigational clues to maximise accessibility, particularly for elderly people and more vulnerable pedestrians. Complex and contorted traffic management systems and one-way streets should be avoided, and simple two-way flows maintained and reinstated wherever possible.

Distinctive Lighting. The urban design strategy aims to create a distinctive night-time quality to the public realm. Lighting design will aim to emphasize the network of places, using lower height fittings and pedestrian-friendly white lighting. Wherever possible lighting will enhance particular buildings and landmarks, exploiting existing light sources and building-mounted fittings wherever possible.

Defined On-Street Parking. Where on-street parking is appropriate, the streetscape strategy will seek to design such spaces as an integral component of the streetscape. On-street spaces will generally be used only for short-term delivery and collection, and for limited parking for disabled people. Parking management and enforcement will build on the principles of Restricted Parking Zones for the Town Centre, reducing the need for signage and the use of yellow parking restriction markings.

Simplicity and Future-Proofing. The streetscape strategy will seek to develop a simple palette of durable materials that can be adapted for changing needs and patterns of use. Street designs and alignments will avoid complex kerb build-outs, and street furniture should remain simple and robust.

APPENDIX E



© THIS DRAWING IS COPYRIGHT OF
SMITH SCOTT MULLAN ASSOCIATES

REVISIONS

STRANRAER WATERFRONT
MASTERPLAN

SCOTTISH WATER WORKS
PORT RODIE OVERVIEW

1:1000 @ A3
0807/D-300

13.10.09

SMITH | SCOTT | MULLAN | ASSOCIATES

T 0131 555 1414

F 0131 555 1448

E mail@smith-scott-mullan.co.uk

378
LEITH WALK
EDINBURGH
EH7 4PF