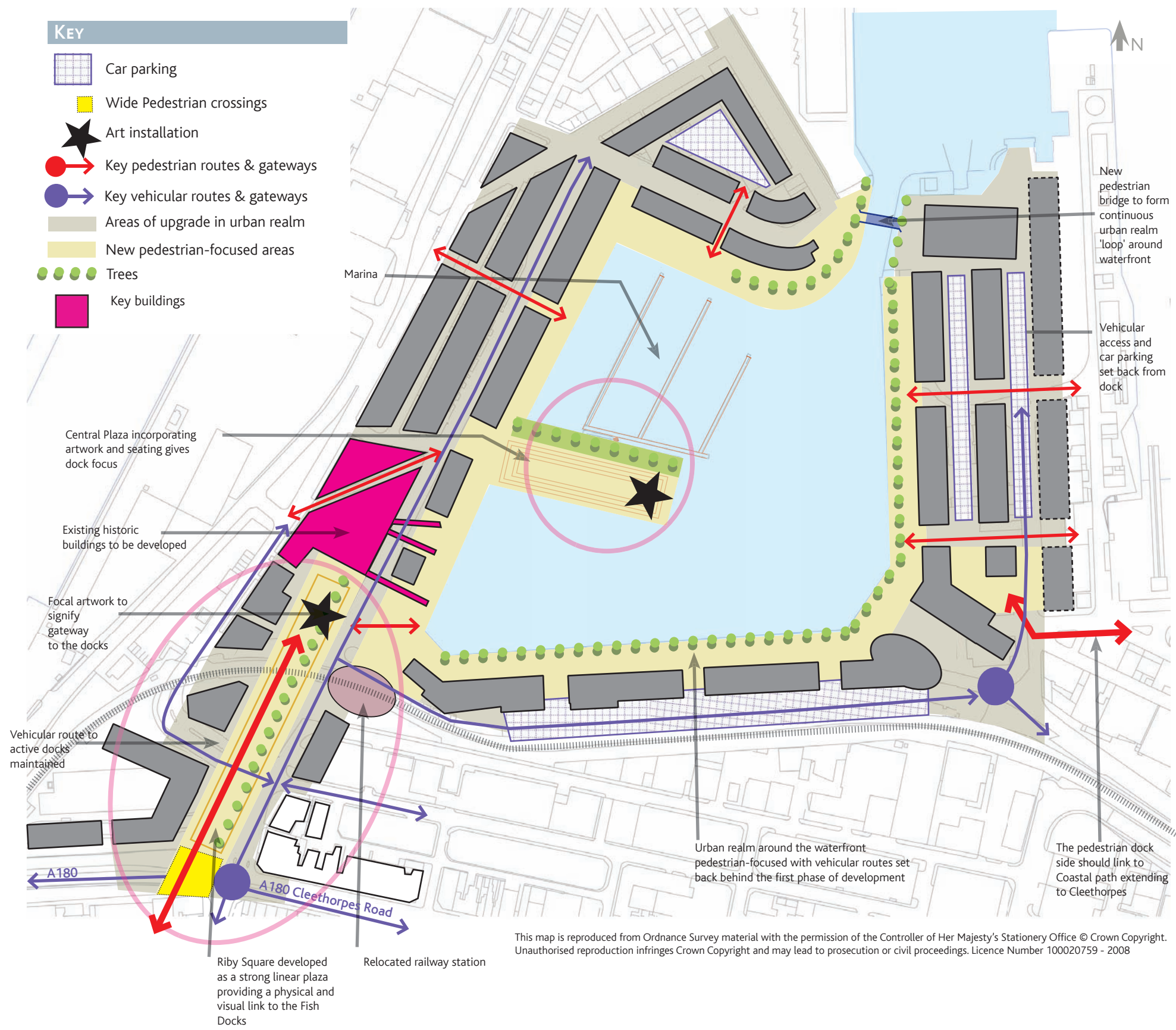


# GRIMSBY URBAN REALM PRINCIPLES - THE FISH DOCKS



[Refer to Section 3:Urban Design Framework, pg 190 for more information on the layout and form of the buildings around the Fish Docks]





**Creation of a new high quality urban realm setting around the Fish Docks.**

**Establishment of a high quality new urban realm that opens up the Fish Docks as a new destination for the town centre, building upon the unique character of the waterfront.**

#### **Urban Realm Principles:**

- Riby Square should be developed as a strong linear plaza to provide a physical and visual link to the Docks and connect the Docks to the relocated railway station. This space should aim to segregate vehicular and pedestrian routes to create a strong pedestrian orientated boulevard. Where Riby Square meets the A180 corridor, the highway should be traffic-calmed to create a pedestrian orientated route into the Fish Docks.
- A focal piece of artwork or landmark building at the head of the plaza would signify the gateway and arrival point to the dock and strengthen this vista.
- The urban realm should be focused around pedestrians along the edge of the dock with vehicular routes set back behind the first phase of development.

- The pedestrian waterfront should improve access down to the water through board walks and split level terraces.

- Creation of a network of pedestrian streets that radiate out from the waterfront to the surrounding area and future development set back from the docks, to ensure that the Fish Docks is permeable and legible for pedestrian and vehicular movement as future phases of development take place.

- A new pedestrian bridge crossing should be created at the head of the dock to form continuous urban realm 'loop' around the waterfront. The Bridge could form a sculptural element that adds interest to the urban realm both by day and night.

- Urban realm should consider high quality surface materials, plenty of seating areas, and celebration of the Fish Docks heritage and character through attention to detailing and integral artwork.

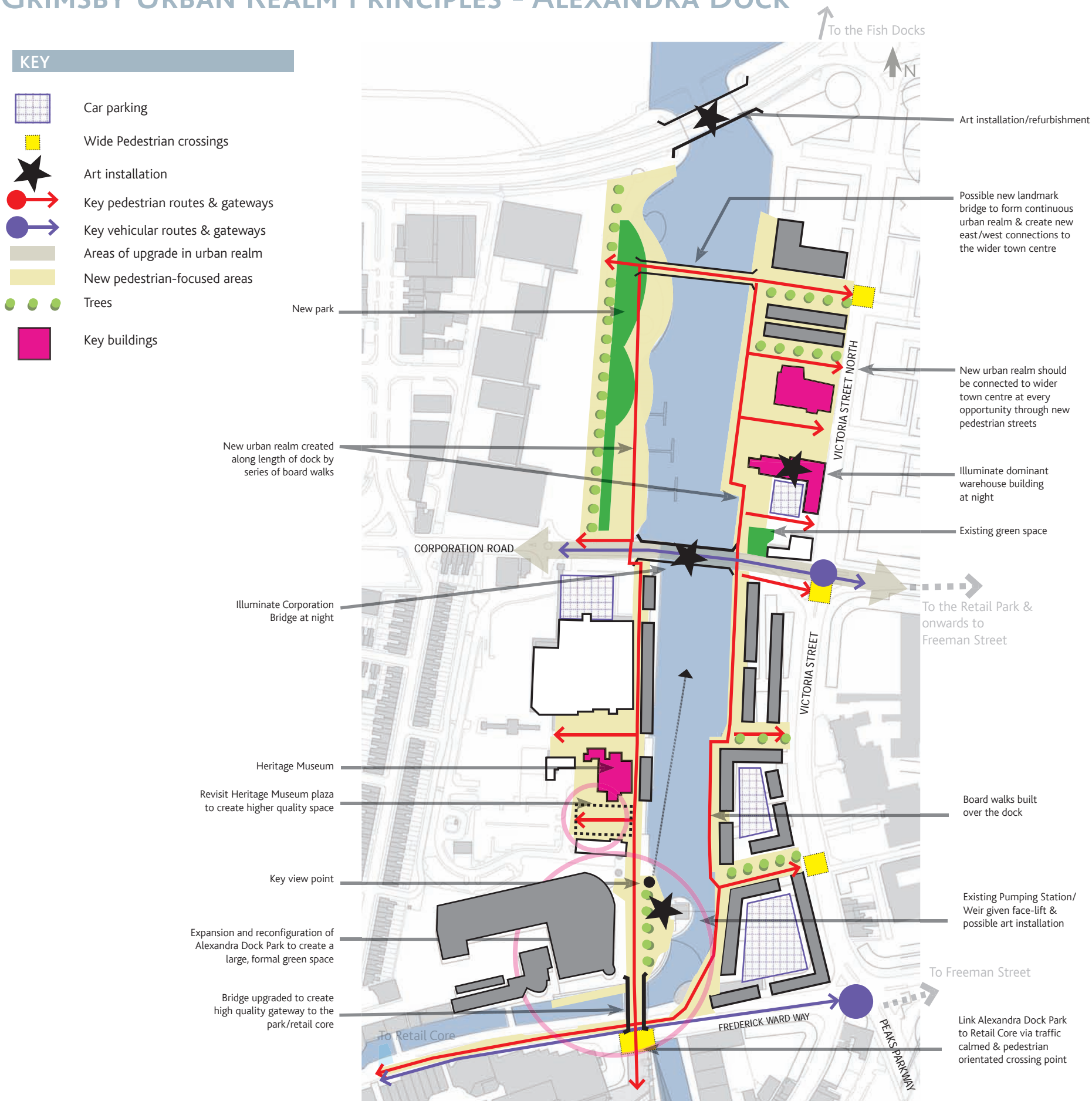
- The pedestrian waterfront should link with a coastal footpath that starts from the Fish Docks and extends all the way to Cleethorpes.

## **Early Projects/ Next Steps**

- Riby Square - creation of a foyer space and gateway to the docks to open the area up for development
- Segregate dock access for the industrial uses which will need to be maintained
- Formation of plaza around new railway station



# GRIMSBY URBAN REALM PRINCIPLES - ALEXANDRA DOCK



This map is reproduced from Ordnance Survey material with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number 100020759 - 2008

[Refer to Section 3: Urban Design Framework, pg 57 for more information on the layout and form of the buildings around Alexandra Dock]

## Early Projects/ Next Steps

- Alexandra Dock Park - creation of a new greenspace to open up Alexandra Dock
- Pump house/ Weir - art installation project to create new focal point
- Corporation Bridge - lighting scheme to illuminate at night
- Warehouse - lighting scheme to illuminate at night



**Creation of a new high quality urban realm around Alexandra Docks as a new destination for the town centre, building upon the unique character of the waterfront.**

- Expansion and reconfiguration of the existing Alexandra Dock greenspace to create a large formal park that is a destination and a link space between the retail core and Alexandra Dock - the new green space will provide a second major park within what is a very urban town centre at present.
- The park should be focused around pedestrian desire lines. Key views should be maintained along Alexandra Dock and the green space developed for relaxation/activity uses as well as providing access to the water.
- To link Alexandra Dock Park to the retail core (the pedestrian crossing over Frederick Ward Way) should be reconfigured to create a traffic-calmed and pedestrian orientated crossing point. The pedestrian bridge should also be upgraded to create a higher quality gateway into the park.
- The existing plaza outside Heritage Museum should be retained to maintain its connection with the dock side. However this space should be revisited to create a more distinctive environment and setting for the museum.
- New urban realm should be created along the length of the dock by forming a series of board walks which jut out into the dock or through consolidation of existing banks along the dock to create pedestrian promenades/walkways. The new urban realm should encourage access down to the waterfront through split level terraces and jetties.
- A possible new landmark bridge at the northern end of the dock should be considered to form a continuous urban realm loop by creating a circular pedestrian route which would also forge new east/west connections to the wider town centre.

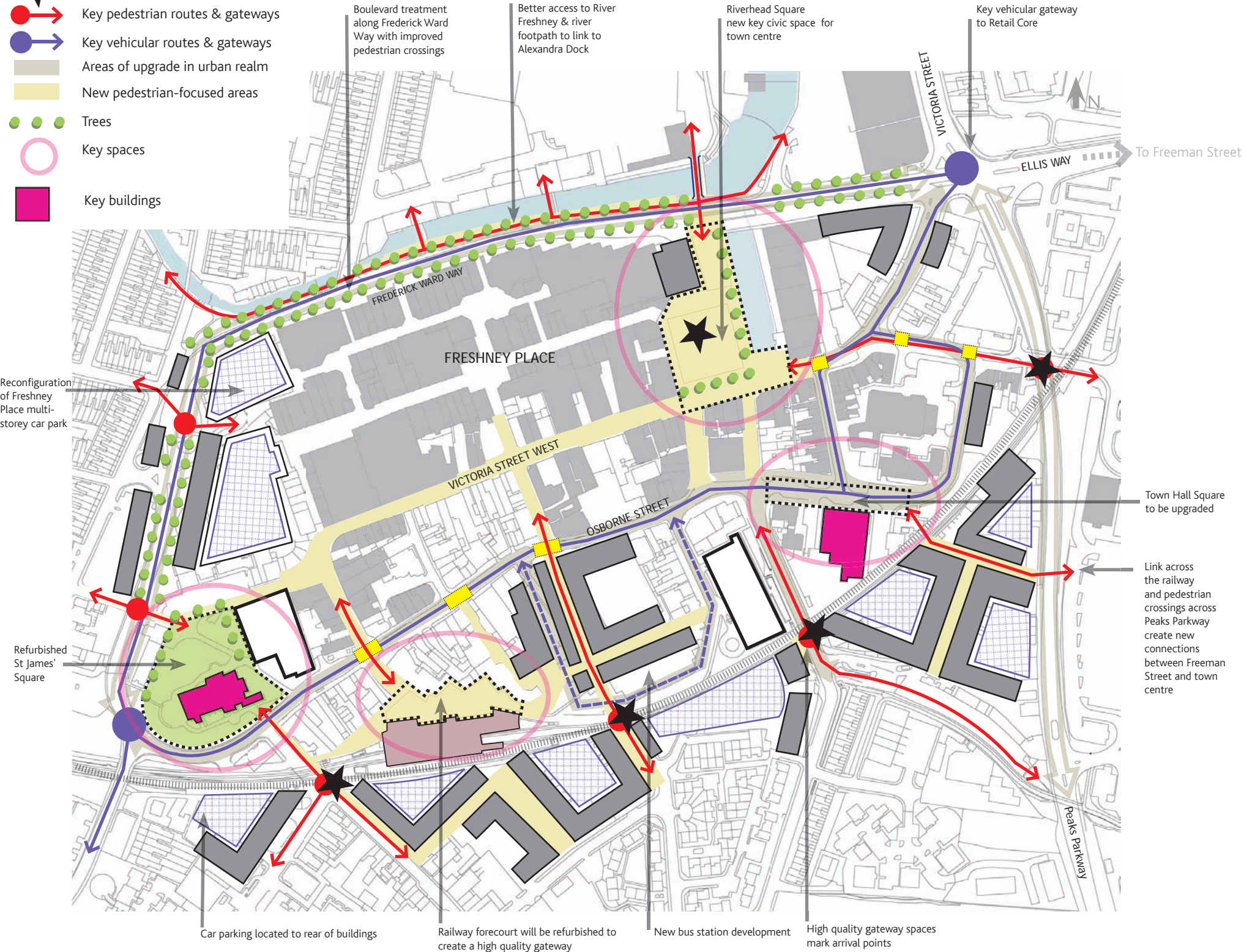
- There should be an emphasis on pedestrian access along the dock side with vehicular access and car parking located to rear of new developments.
- The new urban realm should be connected to the surrounding town centre at every opportunity through new pedestrian streets radiating out from the dock to the surrounding area.
- A series of icons/highlights should be developed along the length of the dock that further strengthen the dock's unique character and sense of place:
  - Illuminate Corporation Bridge at night
  - Illuminate Victoria Flour Mill at night
  - Refurbish A180 bridge crossing
  - Collectively these elements will work together as a 'landscape composition' to create a vibrant scene
- The existing pumphouse/weir is a prominent feature and should be given a face lift through a new form or possible art installation to create an interesting focal point and landmark for the town.
- The open and vast dock landscape requires a strong, simple and bold urban realm approach.
- Urban realm should consider high quality surface materials, plenty of seating areas, and celebration of Alexandra Dock's heritage and character through attention to detailing and integral artwork.



# GRIMSBY URBAN REALM PRINCIPLES - RETAIL CORE & FRINGES

## KEY

- Car parking
- Wide Pedestrian crossings
- Art installation
- Key pedestrian routes & gateways
- Key vehicular routes & gateways
- Areas of upgrade in urban realm
- New pedestrian-focused areas
- Trees
- Key spaces
- Key buildings



This map is reproduced from Ordnance Survey material with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number 100020759 - 2008

[Refer to Section 3: Urban Design Framework, pg 55 for more information on the layout and form of the buildings within the Retail Core and fringes]





**Build upon the existing town centre quality and the recently pedestrianised Victoria Street West to create a high quality civic centre.**

#### **Retail Core:**

- Extension of the existing pedestrianised area to include the remainder of Victoria Street adjacent to Riverhead Square, George Street and New Street should help to create a pedestrian spine through the centre of the town centre that connects all of the major spaces, public amenities and public transport nodes together. This would create a pedestrian-orientated centre that is pleasant and safe to walk around.
- Where a major pedestrian route crosses a road, wide pedestrian crossings should be incorporated to further promote pedestrian orientation. These pedestrian crossings could be formed by raised speed tables or a change in surface materials.
- Riverhead Square should be redeveloped and pedestrianised to create a major new civic plaza for the town (see Riverhead Square Urban Realm Principles).
- St James Square should be refurbished and retained as the main green space within the retail core. The design should be of an exemplar quality, elegant and simple to reflect its importance as a foyer space to St James Church. The design should be focused around creating a relaxing atmosphere with plenty of seating.
- The railway station forecourt should be refurbished to create a high quality rail gateway to the town centre. The design should retain the shared surface layout and explore how the taxi rank is organised in order to reduce its impact on the square.
- Town Hall Square should be upgraded to create a high quality urban realm setting befitting of this important civic building. The space should look to reduce the impact of the highway through widening of pavements, shared surfacing on lay-bys and a change of surface material within the carriageway
- As part of the new bus station development, a series of pedestrian 'lanes' similar to Abbeygate, should be developed to create a permeable piece of townscape. These should be developed primarily as pedestrian spaces, have an intimate feel to them and promote activity and use at day and night. A new pedestrian link should be created between the new bus station and the railway station to facilitate the transport interchange concept.



• There should be a general upgrade in quality of urban realm as per the spatial hierarchy within all streets to reinforce the town centre's status.

- There should be a greater provision of street furniture particularly seating, as well as cycle racks, litter bins etc in the town centre. Artwork should be an integral part of the urban realm especially in the main spaces to enrich the urban fabric.

#### **Retail Core 'Fringes':**

Creation of a new high quality urban realm, and repair of the existing, to stitch together the urban grain between the retail core and the surrounding suburbs and create a gateway into the retail core.

#### **Urban Realm Principles:**

- New urban realm should link to existing surrounding streets and spaces to create continuity and permeability. The new urban realm should consist of a series of intimate 'streets' with shared surfaces and a pedestrian emphasis.
- Car parking should be located to the rear of developments to reduce the impact of vehicles in the area.
- High quality gateway spaces should be created to mark the arrival points into the retail core through landmark architecture, upgrade of the public realm, lighting and/or focal art installations. Each gateway will require a different approach but could have a complimentary theme that runs through them all.
- A pedestrian bridge link across the railway from Town Hall Square and pedestrian crossings across Peaks Parkway will open up the depot site to improve pedestrian permeability and create new connections between the retail core and Freeman Street.
- A stronger 'street pattern' on Frederick Ward Way. A boulevard treatment approach should be applied the length of Frederick Ward Way with improved pedestrian crossing points.
- Better access should be created to the River Freshney from Frederick Ward Way. This 'river footpath' should link with Alexandra Dock and out into the suburbs to create an extended footpath network.

# GRIMSBY URBAN REALM PRINCIPLES-RIVERHEAD SQUARE

Riverhead Square has the potential to act as the focal point of the town, both physically and emotionally. A new plaza will provide a platform for people, activity, events and civic pride. This space is key to expressing the town's persona, its rich heritage, its vitality and its aspirations for the future. Riverhead Square is also a vital link space to unlock the current severance between the town centre and Alexandra Docks. In short it could act as a new icon for the town and its renaissance.

- For the new plaza to be successful, the current bus station should be dispersed or relocated to create a large pedestrian space that is traffic free. Extension of pedestrian core on Victoria Street to include Riverhead Square will create a pedestrian spine on the east/west axis that connects the two main public spaces within the town centre - Riverhead Square and St James Square.
- The plaza should aim to create a unique and distinctive setting but also respect the town centre in terms of scale, form and style.
- The plaza should create a flexible space that can accommodate a wide range of uses and functions.
- The plaza should have the ability to accommodate events, markets and ceremonies and large numbers of people. To allow this a large central paved area should be developed with integral power supplies. [1]
- The plaza should create a degree of enclosure on its northern edge to frame the space and to segregate the vehicular access to the multi-storey car park from the pedestrian circulation. This structure or building could be an iconic piece of architecture, house a big screen for concerts etc, provide space for cafe to spill out onto the space or a view gallery from which members of the public can view the town and Alexandra Dock from an elevated position. [2] The plaza should form a seamless pedestrian link from Victoria Street. The interface between the new plaza and the new paving scheme on Victoria Street should be carefully considered to provide continuity in the urban realm. [3]

A clearly defined street should be created that reinforces the main east-west pedestrian spine [4]. This articulation of space could be defined through the use of trees and lighting columns. [5]

- The plaza should respond to the vista and desire line that leads to Alexandra Dock and Park. Paving surfaces should continue across Frederick Ward Way to create a pedestrian orientated crossing point, where vehicles have lower priority. [7]
- The plaza should respond to key desire lines and views and clearly define the circulation areas. [6] Urban realm elements such as trees or lighting columns should be used to articulate and reinforce these desire lines or vistas. [8]
- The plaza should create better access to River Head to make it an integral element of the plaza. Split terraces could be used to connect the plaza with the water. [9]
- The plaza should provide plenty of opportunities for informal and formal seating. These should look to contribute to the plazas character and could form bespoke elements. [10]
- The plaza should use an exemplar quality of materials, street furniture and detailing.
- The plaza should include a bold stand alone piece of artwork that forms a focal point to the space and also integral artwork woven into the fabric of the urban realm to enrich the plaza. [11]

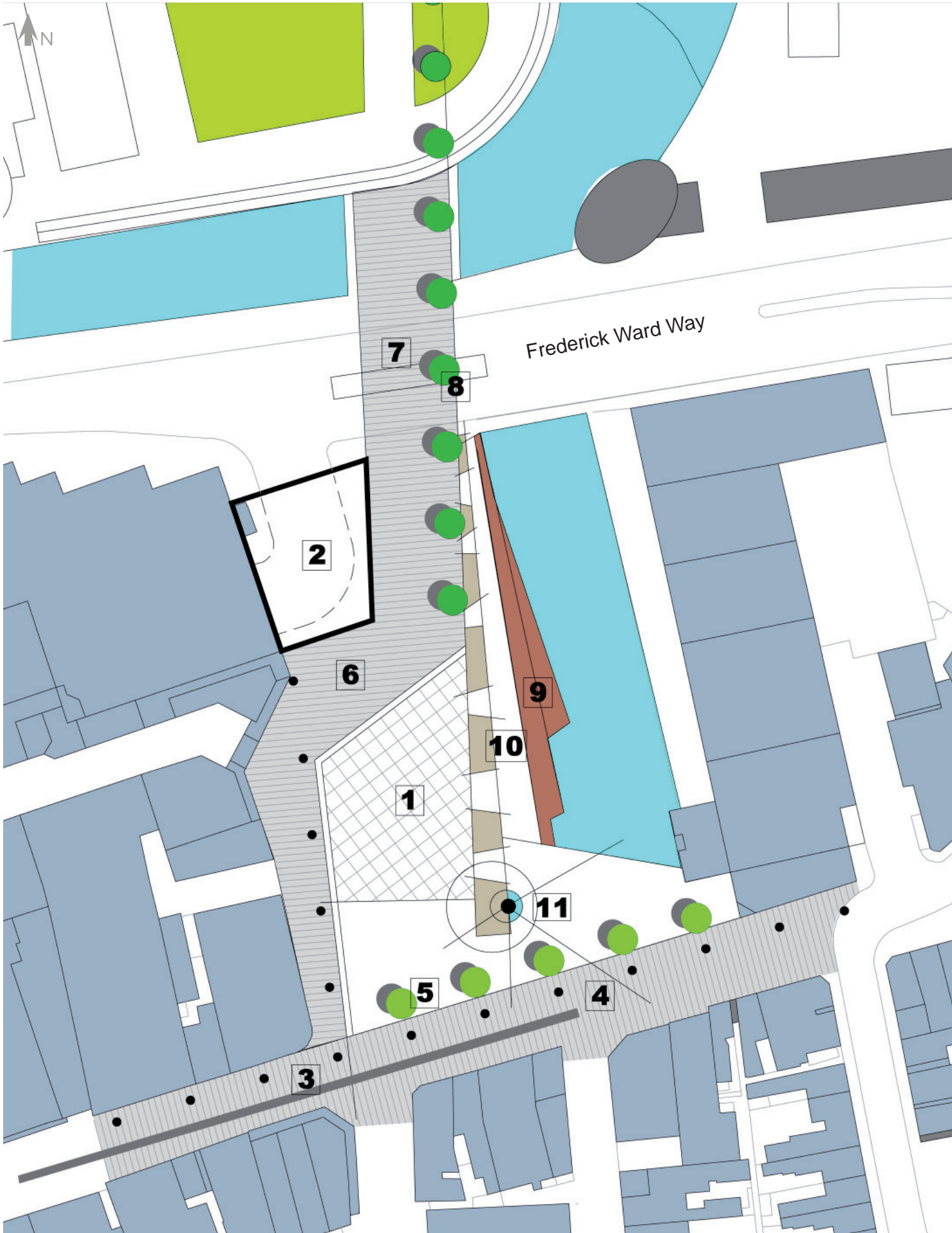
## Early Projects/Next Steps

- Riverhead Square - feasibility study into the relocation of the bus station currently in preparation
- St James Square - refurbishment of existing square
- Railway Station - refurbishment of existing space
- Town Hall Square - upgrade of urban realm and downgrade of highway

- St Mary's Gate - extend pedestrianisation
- Gateways - upgrade of urban realm to create gateway spaces into town centre and commissioning of artwork
- Pedestrian bridge link across into depot site
- Frederick Ward Way - upgrade urban realm, create better access to River Freshney; new wide pedestrian crossing on Frederick Ward Way and new pedestrian bridge crossing to improve links between Riverhead Square and Alexandra Dock



# DESIGN PROPOSAL FOR RIVERHEAD SQUARE



This map is reproduced from Ordnance Survey material with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number 100020759 - 2008