

# BANGOR CITY MASTERPLAN

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# LDĀDESIGN





# Donald Insall Associates

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# 0.0. Executive Summary

This document sets out a vision for how Bangor could develop into an attractive, successful and sustainable place for people. Delivering the vision will require collaboration and partnership working with a wide range of stakeholders. There is a strong momentum and energy of entrepreneurs and investors to capitalise on in order to achieve the transformational change the vision describes.

The vision has been developed in collaboration with LDA Design but led by the community and key organisations of Bangor, through a series of workshops on 'Economy and Promotion', 'Housing Health and Wellbeing' and 'Development and Environment'. The key themes coming out of these were developed into a vision for Bangor, reflecting its history of innovation and learning, international connections and aspirations – A Small World City. This vision is composed of five elements:

- \* Sea to Summit;
- \* Ideas and Exploration;
- \* Healthy City;
- \* Fair and Equitable;
- \* One World City.

The vision is interpreted into a masterplan that is then further subdivided into place and movement projects which allow for an incremental delivery of the vision. One of the key projects are the improvements to Deiniol Road, which serves as an artery to the city, connecting some of the main attractions and public spaces. Deiniol Road and the other projects are described along with spatial considerations in the document.

The document concludes by setting out recommendations on how the vision can be developed and realised. The main recommendations are to:

- \* Nominate a champion;
- \* Seize opportunities;
- \* Raise the bar for quality;
- \* Continue to be participatory;
- \* Prepare for pandemics.

The vision and projects need to form part of the planning and other strategic decision making for development projects and investors in the city. Driving this vision forward whilst remaining sensitive to the changes in community aspirations and needs will help create the sort of city that is envisaged.



#### Legend

- Area of general public realm improvements and new public realm
- Area of significant public realm alterations/ key locations of designed public realm
- Indicative massing for development sites
- Important Frontages & Opportunity for improved/activated frontages
- Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)
- Proposed Tree

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 $\bigcirc$ 

- Existing Tree
- Cycle Infrastructure (parking/hire)
  - Wayfinding signage or bespoke totems
- Heart of the city
  - Potential development locations
  - Indicative location of destination play features
- (mm) Key Pedestrian & Cycle Movement/ Connections
- (www) Key Pedestrian Movement/ Connections
- (
  Wehicular Route Improvement





# 1.0 Introduction

#### 1.1. Context

The Bangor Masterplan has been prepared by LDA Design, with the support of Phil Jones Associates, BE Group and Donald Insall, on behalf of the Bangor Strategic Partnership. This document sets out how we want to shape the evolution of the city over the next two decades. It is the result of an exciting coming together of individuals and organisations, decision-makers, business leaders, Council officers and local experts, working together to create a vision for Bangor.

Everyone involved is wanting to hold on to the unique qualities of Bangor and create a masterplan that ensures the city thrives in the future. The role of the masterplan is to recognise the city's challenges and embrace opportunities for meaningful improvement. The masterplan takes forward the initial work undertaken by the Partnership on the Bangor Strategy and Vision [December 2016]. In response to the brief established by the Partnership, the masterplan focusses on the key strategic sites, access, linkages, the flow of vehicles and pedestrians, public transport hubs and green and open spaces in the city. The masterplanning exercise has produced a series of options, solutions and schemes that will improve the experience of users within the City.

This document presents the masterplan for Bangor and is about putting people at the heart of our plan-making and place-making. The Introduction provides a picture of Bangor now, setting the context and describing the area of study. This is followed by the Methodology which includes supporting information on the area of study, explains the stakeholder process undertaken and identifies current potential development sites. This sets the scene for Section 3 which presents a shared vision and charts the course ahead for the city and sets the level of ambition. With the Vision in mind Section 4 introduces the Concept for the masterplan and the Framework Plan. The Framework Plan identifies a set of projects which were prioritised in the stakeholder process. The proposed projects, which provide a strategy for the future of Bangor, are expected to be implemented gradually over the next few years.

The Bangor Masterplan provides an opportunity to shape the future of the city that can leave a legacy of sustainable development for future generations in line with the Well-being of Future Generations (Wales) Act. Through good design, the proposed improvements, can accord with all seven of the well-being goals set out in the Act:

- \* A Prosperous Wales Increase high quality housing stock and create employment opportunities and investment in the city;
- \* A Resilient Wales Respond to climate change with resilient designs;
- \* A Healthier Wales Promote walking and cycling to improve physical and mental health;
- \* A More Equal Wales Provide high quality integrated affordable housing and more opportunities for education for all ages and improve accessibility;
- \* A Wales of Cohesive Communities Provide more local facilities and community uses such as the new health hub and homeless centre and safe, well equipped public open spaces and places to grow local food etc. to promote social cohesion;
- \* A Wales of Vibrant Culture and Thriving Welsh Language -Highlight and promote cultural activities, the city's heritage and the distinctive landscape of the wider area;
- \* A Globally Responsible Wales Promote Wales' approach to the well-being of future generations through the development of an exemplar sustainable design.



## 1.2. Bangor Now

Bangor is an attractive city on the beautiful coastline of North Wales near the Menai Strait. To the south of the city lies Bangor Mountain overshadowing the High Street and beyond this the mountainous region of Snowdonia National Park. Another ridge, known as Upper Bangor, rises to the north of the High Street on which lies the university. At the far northern end of the city, the graceful Victorian Garth Pier extends into the Menai Strait.

The city has a mix of uses including a leading UK university, the new Pontio Arts Centre, Port Penrhyn, a hospital and retail areas. The Cathedral is in the heart of the city on the site of the founding monastic establishment which dates back to the early 6th century AD. Bangor provides its residents with a great quality of life and many of the advantages of urban life normally associated with much bigger towns and cities.

However, many of the disruptive forces that are affecting most towns and cities across Britain and outside of the big metropolitan centres are also affecting Bangor. These include:

- \* Retail shrinkage on the High Street driven by changing shopping habits and the disappearance of well-known names and brands;
- \* Changing working patterns with greater flexibility for individuals and for businesses;
- \* A lack of affordability and choice of housing especially for the generation trying to get on to the property ladder;
- \* Development and growth;
- \* Weak public transport networks and inadequate transport infrastructure.

Deiniol Road follows the long valley through the city centre. It is currently a thoroughfare and is backed on to by large retail located on the High Street effectively dislocating the High Street from Bangor University. This has a particular effect on the way in which the city centre is perceived and the way in which it performs. Cumulatively this creates an elongated city centre making it feel very strung out and stretched. In a very short time, this effect will be worsened by retail shrinkage that is affecting all towns and cities.

Furthermore, Parc Menai providing employment opportunities to the west of the A55 and the Menai Retail Park to the south of the city centre are drawing people out of the city centre. With key brands such as Tesco Extra, B&Q, Dunelm, Currys PC World, McDonald's and Argos, this retail area has considerable pull as a retail destination.

The city lacks a dedicated leisure quarter not only for its residents but also the student population which is a key market for many leisure uses, such as gyms, pubs, nightclubs and sporting clubs.

High footfall assets in Bangor, such as the city centre's supermarkets and Bangor University, are not well connected to the core High Street of the city centre. The University is at Upper Bangor, the closest full-line supermarket, Asda, is oriented towards the A5 and has poor pedestrian links to High Street and Aldi and Lidl are at the fringes of the city centre. The railway station is also poorly connected to the city centre.

The commercial office market in Bangor is multi-faceted, though relatively small. It includes private SME's in small units, public sector agencies and enterprises connected (or within) the University. These facets to the market represent the likely on-going opportunities for office space in Bangor. Office space associated with the University could act as a link between the city centre and the University.

Some of the residential stock at the edge of the city centre, particularly at the northern end of the High Street, is dated and has the potential for renewal and regeneration over the medium to longer term. There would be the potential to increase densities at the edge of the city centre through the renewal of this area, although it is recognised that this would be an incremental, long-term process requiring the on-going engagement of this local community.

The Bangor masterplan cannot on its own, address all these issues but it can help the city and its decision-makers work together in a more strategic way to harness the city's unique qualities and the energy and talent of its citizens to make Bangor a better place.

#### Images of Bangor





#### **Location of Bangor** 1.3.

Bangor sits along the Menai Strait in the North of Wales and is the only city that forms part of an urbanised coastline which includes other towns and villages such as Caernarfon, Llandudno and Rhyl. This pattern of settlements stretches all the way to the River Dee, where traditionally more industrial activity has taken place. These adjacent towns all compete but also compliment each other in retail, outlet shopping, tourism and education provision.

Bangor is also well connected to Liverpool and Manchester which are the nearest large urban centres. Other notable large areas which offer both job and other opportunities are Chester and Wrexham both of which are well connected to Bangor by rail and road.

In terms of connections, Bangor Train Station has a number of services running every day with direct connections to Cardiff Central, Llandudno and Chester and onwards connections to Liverpool and London. A small bus station in the centre of the City provides connections to surrounding areas as well as acts as a hub for local services.

The road network around Bangor is also well developed, with the North Wales Expressway looping around the city. However it also has to be noted that this has a negative effect in drawing passing visitors and trade away from the centre and out to the outskirts of the city or to nearby destinations altogether.

Bangor also sits close to Snowdonia National Park and Anglesey, both of which are major tourist destinations which support the local economies. Whilst Bangor has not been traditionally associated with the outdoor tourism, there is potential to make more of these opportunities in the future. For example, is possible for Bangor to become a more of an urban hub for visitors to both Anglesey and Snowdonia, from which they can access several active tourism hotspots found in the region.

Bangor's role in the region has shifted over time to having a smaller retail offer, with most shopping visits now contained to the out of town areas as well as the new retail parks in Llandudno and Holyhead. However it's retail role has now generally settled and whilst the out of town retail will remain an important convenience shopping hub there is an opportunity to reinvent its town centre shopping offer. Despite this need to adapt to the changing circumstances and national trends Bangor remain an important centre, for both retail, but perhaps more importantly for education and culture.

In terms of employment, Bangor houses and is adjacent to many large employers and employment opportunities in the area. Bangor University provides a number of teaching and service jobs and is the largest employer in the City, with other service jobs in the centre making up the predominant employment opportunities. Parc Menai just north of the Menai Strait is a business park, aimed at new digital industries and start-ups, with links to Bangor University and spin-offs from research undertaken in the area. The business park provides high quality business space and opportunities for higher paying, highly specialised jobs in the area. Other large employers in the wider area are RAF Valley/Anglesey Airport and Wylfa Power Station.



Retail parks and standalone operators are in competition with the city centre.



#### **Regional Context**



Cysylltiadau Ffyrdd Allweddol / Key Road Links



Cysylltiadau Rheilffordd / Railway Links





Canolfannau Gweithgareddau Economaidd / Centres of Economic Activity



Cyfleoedd Chwaraeon Actif / Active Sport Opportunities

## 1.4. Area of Focus

This masterplan study is based on a comprehensive analysis of the whole city and wider region with interventions mostly proposed for the city centre. In order to understand how the centre has developed, it's important to grasp how the wider trends have brought these changes. The proposed interventions are mostly contained to the central area of Bangor due to the need for the centre to change to better serve the whole city and the wider region. A city can only be successful if it has a dynamic centre that provides for everyone and is well connected to every neighbourhood.

As it stands, the centre of Bangor is already multi-faceted with shopping, cultural and university uses all making up the centre, whilst the outer edge of the centre is composed of predominantly of residential, waterfront and station areas.

The city centre retail offer is composed of two three distinct components - the two shopping centres, large supermarkets and the High Street. The two large shopping centres - Menai and Deiniol Centre have a comparatively broad and varied choice of shops and have only experienced a limited number of vacancies, although this is expected to grow in line with the national trend. There are also three supermarkets located within the central area - ASDA, ALDI and Morrisons, all of which sit within proximity to Deiniol Road and have associated free parking areas for customers. The High Street provides a complimentary offer of smaller independent shops, services and food and beverage establishments with a larger variety on offer than could be expected for a similar sized city. The overall level of vacancy is low and the types of shops mostly represent local business or smaller chains, which tend to be more resilient to economic changes. The levels of shop occupancy do increase as one travels further north along the High Street, indicating that some consolidation of retail units might naturally be occurring.

The city has a rich cultural offer and in the centre with Storiel, Frân Wen Youth Theatre, Bangor Cathedral and the Pontio Centre. The latter also acts as the gateway to the University quarter.

Whilst the main university campus sits at the top of the hill, overlooking the centre of Bangor, there are campuses located within the city which form part of the urban fabric, such as the Science campus on Deiniol Road and the Engineering Faculty on Dean Street.

The Hirael Bay waterfront area predominantly constitutes the Promenade and the areas surrounding Beach Road. Whilst the area is mostly residential, with some commercial use along Beach Road, there is greater potential to add to these facilities, through the redevelopment of the leisure facilities and the quality of the promenade. This area also includes Garth Pier, which stretches into the Menai Strait and the cluster of B&B and Public House businesses that formed around it. The adjacent Port Penrhyn is an active port area with some fishing but predominantly leisure vessels.

The station area is one of the main gateways to Bangor however as it stands the area east of the station is dominated by parking and the flow of traffic at the junction with Deiniol Road. The area west of the station is currently occupied by parking, light industrial uses and the Royal Mail depot. Parts of this area are undeveloped and under used. This area has the potential to become a much more important part of the city, with great connections to both the centre of town and the station.







| Character and Uses Plan |   |  |
|-------------------------|---|--|
|                         | Cultural Quarter  |  |
|                         | Port  |  |
|                         | Predominantly residential and includes schools and colleges |  |
|                         | Retail  |  |
|                         | Station   |  |
|                         | University  |  |
|                         | Waterfront  |  |
|                         | Existing Buildings  |  |
|                         | Local Centre  |  |
|                         | BID Boundary  |  |
|                         | Area of Focus   |  |
|                         | Ardaloedd Cadwraeth /<br>Conservation Areas                 |  |

#### -





# 2.1. Methodology

The process for producing the masterplan for the centre of Bangor followed four stages which are summarised here:

- 1. Baseline review prior to undertaking any consultation or design work, a thorough analysis of Bangor was undertaken. This looked at a cross-section of issues to understand what shaped Bangor and what are the issues that will need to be dealt with to allow it to remain a successful city in the 21st century. The process was also retrospective, with several subsequent studies undertaken, when new issues were brought up through consultation or design work. The combined result of the assessment work is presented in Section 2.2.
- 2. Stakeholder engagement prior to undertaking any design work, LDA Design engaged with the Strategic Partnership and the local community to understand their concerns and aspirations for Bangor. Community events included the Big Masterplanning Week which were a series of workshops with a cross section of the community members which led to the formulation of a vision and principles for the future development of Bangor. In addition to this, an evening drop-in event and a separate future-gazing event with the students from a local school were also held. More detail on this can be found in Section 2.3.
- 3. Vision, development sites and projects following the development of the vision which is described in Sectioin 3, more detailed design and testing exercises were undertaken in consultation with Gwynedd Council and the Strategic Partnership. These looked at potential projects to be undertaken and development sites which might enable these projects. The development sites are summarised in Section 2.4. The projects are set out in Section 4.
- 4. Masterplan document this was produced to pull all the strands of work together and show how these conclusions were arrived at, through a comprehensive piece of work, guided by the ambitions of the local community.

# 2.2. Baseline Information

A comprehensive analysis of the city and its surroundings needed to be undertaken to allow the design team to understand the key factors that shaped Bangor and to be able to relate to the issues that will shape it going forward. This analysis was predominantly undertaken before any engagement with the community had taken place and any pens actually touched paper. It is presented under three themes that reflect the issues set out in the 2016 Strategy and Vision for Bangor and were subsequently used in the masterplanning week workshops.

#### **Economy and Promotion**

LDA Design have been advised by BE Group on the current market conditions and trends in Bangor, to help understand what interventions are needed to allow the city to chart a path to a viable and diverse centre. These changes that have taken place over the last decade or so are part of a national trend and are influenced by changes in the region. Some of these issues are already discussed in Section 1.3.

A summary of BE Group's findings on the current retail, residential and commercial markets in Bangor are summarised below.

Bangor has a significant level of retailing, including nationally recognised brands, particularly for a centre of its size. While the representation of retailing in Bangor is a current strength of the city centre, it means that there is not much potential for growth in the retail sector within the high street in future years. Rather, the opportunities are likely to be through smaller, independent operators, including quality specialist fresh-food operators (e.g. bakery, patisserie, grocer, etc.) and personal services (e.g. hairdressers, beauty services, personal therapies, etc.). These are uses that are less vulnerable to the movement to online retail services and reflect a growing market share for expenditure on quality and experience.

Bangor has a range of in-centre and edge of centre accommodation, including student accommodation, flats and apartments. This can delay or prevent the development of schemes that have an identified market need, but that are assessed as having a significant financial risk. This phenomenon has occurred throughout the UK and is necessitating innovative partnerships or identifying funding sources to enable schemes to proceed.





#### Key Destinations

 Adeiladau Presennol / Existing Buildings

 Adeiladau Presennol / Existing Buildings

 Prifysgol / Univertsity

 Mathau eraill o addysg / Other forms of education

 Hamdden / Leisure

 Siopa / Shopping

 Gorsaf Drenau / Train Station

 Archfarchnadoedd / Supermarkets

 Key gateways

 Station Gateway

 Notional masterplan area

 The commercial office market in Bangor is multi-faceted, though relatively small. It includes private SME's is small units, public sector agencies and enterprises connected (or within) the University. The commercial office market in Bangor also benefits from the location of the University in the town, with occupation of office space by University users or allied entities. However, it is considered that this is an under-represented sector, compared to other university towns. Private sector collaborations with the University could be further explored and enhanced that would result in further demand for commercial office space in the city centre. Office space associated with the University could act as a link between the city centre and the University.

It is important to understand the key destinations in a city, from the perspectives of both residents and visitors. These places are key to the development of a place as they act as magnets in drawing foot-fall and investment into the local area. The plan on the right hand page shows how the centre of Bangor has a number of destinations, including shopping, cultural and education facilities.

However, as more detailed analysis further in this sections shows, these are sometimes disconnected and do not benefit from their proximity and the 'clustering' effect as they could. Improvements to the public realm could be important in addressing this. In terms of visitors to the city, the cultural and city centre shopping opportunities, at the moment offer the greatest pull effect whilst the University also forms a major attraction for those coming to study or work in Bangor.

Whilst some progress has been made in stitching the campus with the rest of the city, such as through the Pontio Centre, there could be more benefits in further efforts.

Due to the natural topography around the city and how the railway line traverses the centre, there are three key gateways which influence the sense of arrival and level of convenience for both residents and visitors alike. These are the junction between Beach Road and the High Street in the north east, the junction between Hollyhead Road and Ffordd Siliwen in the north west and the junction between the High Street and the A5 by the railway bridge. Improvements in these areas can have significant impacts on how people access the centre by car and other means of travel and can help build a more positive impression of the city centre and all that it offers. In addition to these, the station also provides a key gateway into the city and impacts many visitors first experience of the city. Improvements here can also help impact the potential for a more multi-modal transport network in the future.

#### Housing, Health and Well-being

Whilst the focus of this masterplanning exercise was not to look at housing allocations or the condition of housing and residential areas in the central area, some information about existing allocations and current applications for planning permission are summarised in the Development and Environment section. It was also noted that the proportion of residential accommodation on upper floors along the High Street was lower than what could be expected in similar locations. This was also raised by members of the community at consultation events, along with (anecdotal) evidence of demand for smaller residential units for younger people and young professionals.

Along with housing, the two other factors that influence people's health and wellbeing are transport and access to green space. Bangor has a variety of open spaces, including parks and gardens, amenity spaces and more natural open areas. However, due to the natural topography of the city, these are not always accessible to all members of the public. Improved infrastructure, facilities and signage could allow for more use of these areas increasing health and well-being benefits. In addition, providing a high-quality public space in the heart of the centre, could add to the accessibility and presence of nature in the city.

In terms of access to the city, there are a number of pedestrian and cycle routes through the centre. However as can be seen on the plan on page 20, some of these routes are convoluted and have varying levels of cycling infrastructure. Whilst it might not be possible, nor appropriate to provide a uniform type of infrastructure across the city, more effort can be concentrated on the key cycling and pedestrian corridors, to ensure these allow people to move through them unhindered.

For vehicular access, the A5, Caernarfon Road and Holyhead Road are the main routes into the centre, with Deiniol Road serving as a main distributor road for more local roads and lanes either side. The centre of Bangor also contains a number of multi-storey and surface car parks. The total capacity of spaces in the centre of Bangor is around 1,500 which provides ample parking for those coming to shop in the centre, although anecdotal evidence suggests that spaces are also used by people working in the centre and at the University.





#### Green Infrastructure

|     | Man Agored Cyhoeddus / Public Open Space |
|-----|--|
|     | Man Agored / Open Space                  |
| 222 | Cwrs golff / Golf Course                 |
|     | Coetir / Woodland                        |
|     | Adeiladau Presennol / Existing Buildings |



#### Pedestrian/Cycle Movement

|  |   | - |  |
|--|---|---|--|
|  |   |   |  |
|  | _ | _ |  |

Cerddwyr/Beiciau Yn Unig / Pedestrian/ Cycle Only



. . . . . .

Llwybr Hawl Tramwy Cyhoeddus / Public Right of Way Path

Lonydd Beicio Ar Ffordd / On Road Cycle Lanes

Lonydd Beicio Ar Wahân Ar Ffordd /

Rhwydwaith Beicio Cenedlaethol / National Cycle Network Knwydwaith Beicio / Cycle Network



Ffyrdd A / A Roads

Strydoedd Lleol / Local Streets



Isffyrdd / Minor Roads

Stryd i Gerddwyr / Pedestrian Street

Adeiladau Presennol / Existing Buildings



# Car Movement Ffyrdd A / A Roads Ffyrdd A / A Roads Strydoedd Lleol / Local Streets Isffyrdd / Minor Roads Stryd i Gerddwyr / Pedestrian Street Rheilffordd / Eilway Aml-gledr / Multi Track Twnel / Tunnel Coetir / Woodland Meysydd Parcio / Car Parks

|            | Meysydd Parcio / Car Parks               | Gallu / Capacity |
|------------|--|------------------|
| <b>P</b> 1 | Gorsaf Drenau / Railway Station          | 270              |
| P2         | Kyffin / Kyffin                          | 102              |
| P3         | Minafon / Minafon                        | 58               |
| P4         | Bryn Castell / Castle Hill               | 30               |
| Ρ5         | Bangor / Bangor                          | approx. 100      |
| P6         | Glanrafon / Glanrafon                    | 56               |
| P7         | Canolfan Siopa Deiniol / Deiniol Siopa   | 120              |
| P8         | Ganoniaeth / Canonry                     | 38               |
| P9         | M&S / M&S Car Park                       | 38               |
| P10        | Plas Llwyd / Plas Llwyd                  | 103              |
| P11        | Canolfan Menai / Menai Centre            | 417              |
| P12        | Stryd James / James Street               | 44               |
| P13        | Dwyrain Ffordd y Traeth / Beach Road Ea  | st 60            |
| P14        | Gorllewin Ffordd y Traeth / Beach Road W | /est 43          |

#### **Development and Environment**

The main planning policy document relevant to the growth and regeneration of Bangor city centre is the Anglesey and Gwynedd Joint Local Development Plan (JLDP). The JLDP was adopted on 31st July 2017 and forms the basis of land use planning and decision making across Bangor and the wider local authority areas. The JLDP is accompanied by Supplementary Planning Guidance (SPG) in relation to a range of policy areas, and the Bangor Development Brief 2009, which is adopted from the former Gwynedd Unitary Development Plan (UDP). Further SPGs are expected to be adopted over the course of the plan period.

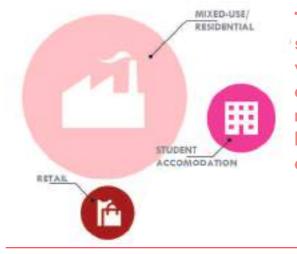
#### The Vision for Bangor in the JLDP states:

"The city of Bangor will have retained and strengthened its role as a sub-regional centre, which is home to a variety of residential development, a University and College, business and industrial developments, and heritage, cultural, leisure and commercial opportunities, ensuring that deprivation is reduced. Its retail performance will have improved in order to support its role as a sub-regional shopping centre. It will be taking advantage of its accessibility via the North Wale s railway line and the A55"

Development in the city centre is specifically provided for under Policies PS15 (Town Centres and Retail) and Policy MAN1 (Proposed Town Centre Developments). Overall, 7,913m2 of comparison goods floorspace, or 85% of the total planned for across both counties in the LDP, is expected to be provided at appropriate locations in Bangor. Policy MAN 2: Primary Retail Areas (Retail Core) also applies, which aims to safeguard the city centre as a retail hub. Other priorities for town centre development that apply to Bangor city centre include:

- \* Encouraging a diverse mix of suitable uses that attract a
  - wide range of people at different times of day;
- \* Resisting development that detracts from their vitality and viability;
- \* Resisting loss of retail units in Primary Retail Areas;
- \* Maximising opportunities to reuse suitable town centre buildings;
- \* Encouraging sustainable links between workplaces, homes and town centres.

There are a number of areas around Bangor which are considered sensitive, and are covered by national environmental designations however these are mostly contained within the Menai Strait, Hirael Bay and the coastline area around the two. Areas around the centre of the city are not considered sensitive from an environmental perspective however they are part of the Bangor Conservation Area and contain a number of listed buildings, including the Grade I listed Arts Building and Bangor Cathedral. The area at the top of Upper Bangor is also designated as a Scheduled Monument due to it being the site of a Roman Camp.





There are significant viability constraints to the regeneration of brownfield or city centre sites.

#### BANGOR CITY MASTERPLAN



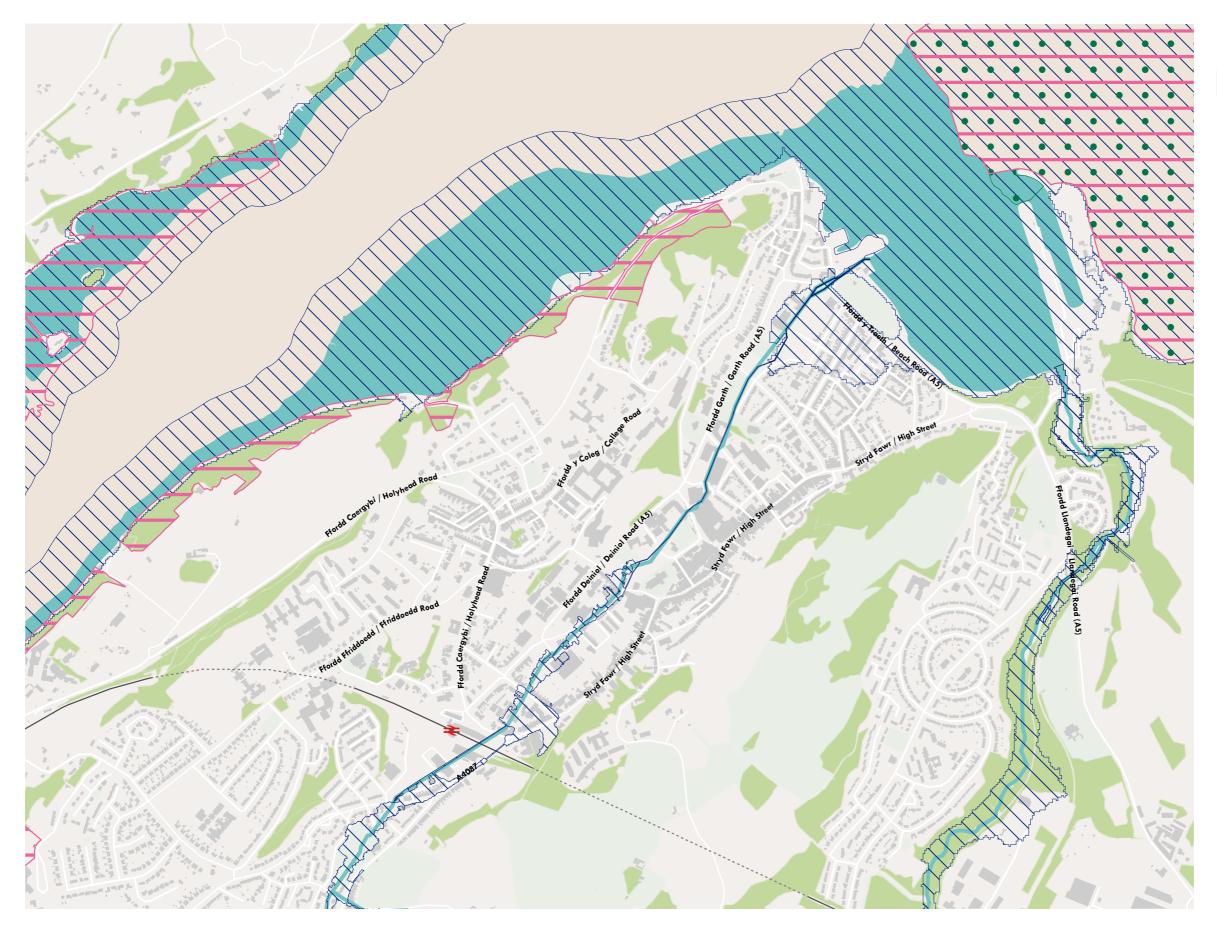
### Planning

| Dyraniad Preswyl<br>Allocation Residential     |
|--|
| Cymeradwywyd ac Adeiladwyd<br>Approved & Built |
|  |

Cymeradwywyd a Heb ei Weithredu Approved & Unimplemented

Cais Byw Live Application

Safle Cyflogaeth wedi'i Ddiogelu Safeguarded Employment Site



#### Designations

Safleoedd o Ddiddordeb Gwyddonol Arbennig (SoDdGA) / Sites of Special Scientific Interest (SSSI)

 $\bullet$ 



Ardaloedd Gwarchodaeth Arbennig / Special Protection Areas (SPA)



Parth Llifogydd 2 a 3 / Floodzone 2 & 3



Ardaloedd Cadwraeth Arbennig / Special Areas of Conservation (SAC)



Prif Afonydd / Main Rivers

Adeiladau Presennol / Existing Buildings



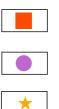
Coetir / Woodland

#### BANGOR CITY MASTERPLAN



#### Heritage

Gradd Adeilad Rhestredig / Listing Building Grade





113



Ardaloedd Cadwraeth / Conservation Areas

Henebion Cofrestredig / Scheduled Ancient Monuments



## 2.3. Stakeholder Engagement

Over a period of just a few months individuals and organisations have worked together to set out the vision and to agree this ambitious masterplan. The vision and set of projects in this document are the result of a stakeholder process. This made the best use of the in-depth knowledge within the city, also bringing in some of the best outside expertise in city visioning and development planning in the country.

#### **Big Masterplanning Week**

The Big Masterplanning Week took place in Bangor from 1st to 5th April 2019.

A day of meetings took place prior to the Big Masterplanning Week of workshops, on 19th March 2019, to establish some of the key issues affecting the city and gather more names of stakeholders to invite to the workshops. LDA Design met Elope, the Estate Division of Bangor University, the Access and Linkages Group and a member of the planning department at Gwynedd County Council.

A diverse group of stakeholders attended the Big Masterplanning Week who were representatives from Bangor University, Student Union, City Council, Gwynedd Council, Welsh Government, NHS, Bangor BID, the Cathedral, Pontio Arts Centre, Sustrans, Storiel, local schools, landlords and several businesses and charities in the city.

The programme of the Big Masterplanning Week consisted of 2 1/2 days of workshops and meetings with stakeholders, 1 1/2 days when LDA Design and PJA consolidated the information received and a final day when stakeholders gathered again for the feedback presentation given by LDA Design.

The workshops focussed on three key themes which were established in the Bangor Strategy and Vision in December 2016. LDA Design kicked off the week by giving an introductory presentation to the Strategic Partnership. This was followed by the first workshop which addressed Economy and Promotion. During the second day two workshops were held, the first was on Health, Housing and Well-Being and

the second was on Development and the Environment. A drop-in session open to the public in the evening allowed other people to come and discuss their ideas and opinions. During the third day students from Friars School attended a workshop and further discussions were held with individual stakeholders.

During the workshops an incredible range of topics were discussed, solutions proposed and priorities identified for the masterplan.

#### Strategic Partnership's Continued Involvement

Following the Big Masterplanning Work, the Design Team prepared a draft Masterplan Document with a series of projects and presented these to the Strategic Partnership on 22nd May 2019. After this meeting, the Strategic Partnership had further discussions with stakeholders in Bangor and then fed back to the Design Team their preferred projects and order of priority. They held a further meeting with the Design Team on 31st July 2019 to agree the two priority projects for which the design team were to prepare detailed plans. These two projects are set out in detail in Sections 3 and 4 of this document. The selected projects are included in the appendices to be developed in the future.

Masterplanning Week and stakeholder engagement



## **Economy and Promotion Workshop**

The first out of the three workshops focussed on issues on Bangor's economy and potential challenges in the future, on how Bangor positions itself going forward and where opportunities exist for the city to develop new businesses and even a new identity. Discussions also focused on the infrastructure and lifestyle changes that would be required to support the transition to the sort of place Bangor can become. At the end of the workshop, participants voted on the most important projects in their opinion to be taken forward. The top three in that order were:

- 1. More people living in city centre
- 2. Connectivity with other places Bangor as hub, the experience should start here
- 3. The most Welsh city in Wales

A list of other projects and initiatives that were put up for debate is summarised on the opposite page in no particular order.



**Economy and Promotion Workshop** 

## **Economy and Promotion Workshop**

Beth ddywedoch chi What you told us

Gwneud y ddinas yn fwy carbon isel Make more low carbon

Gwella cysylltiadau cludiant Better transport links

Gwrthdroi'r 'effaith doughnut' Reverse 'doughnut effect'

Lleoliad naturiol unigryw Unique natural setting

Gwneud Bangor yn llai cuddiedig Make Bangor less hidden

Ailddarganfod y glannau Rediscover the waterfront

Edrych yn well, teimlo'n well ar gyfer byd sy'n esblygu Look better, feel better for an evolving world

A yw hi'n ddinas dysg? Is it a city of learning?

Creu hunaniaeth gryfach Create stronger identity

Darganfod rhagor o'i threftadaeth Discover more of its heritage

Dod yn ganolfan ar gyfer lles Become a centre for well-being

Cludiant gwyrddach, llai o geir Greener transport, fewer cars

Rhyngwladol ac amrywiol International and diverse

Dinas Eryri ac Ynys Môn – mynyddoedd a môr City of Snowdonia and Anglesey mountains and sea

Mae ganddi'r holl gynhwysion Has all the ingredients

Dinas hynaf Cymru Oldest city in Wales

Mae angen profiad cyrraedd Needs an arrival experience

**Gwell cyfeiriadaeth** Better orientation

hadeiladau

Gwersylla yn y ddinas – glampio – rhagor o westai Camping in the city - glamping – more hotels

## Datblygu addysg brifysgol yn wahanol Evolving university learning differently

## Busnesau yn hunan-fuddsoddi yn eu

Self-investment of businesses in their premises

## Housing, Health and Well-being Workshop

The second workshop focussed on the health challenges and opportunities to increase active travel in Bangor. The issues facing young people, such as the housing crisis were also discussed. At the end of the workshop, participants voted on the most important projects in their opinion to be taken forward. The top three in that order were:

- 1. New health hub
- 2. Homeless hub
- 3. Improve cycle routes through the city

A list of other projects and initiatives that were put up for debate is summarised on the opposite page in no particular order.



Housing, Health and Well-being Workshop

## Housing, Health and Well-being Workshop

Beth ddywedoch chi What you told us

Potential for Bryn Cegin as transport hub

Mae HMOs yn dod ar gael ar gyfer Llai o dagfeydd traffig cartrefi i deuluoedd Less traffic congestion o'r dref HMOs are becoming available for family housing Gwell cysylltiadau â'r orsaf drenau of town Better links to train station Gwella rôl a chysylltiadau mannau agored Gwella cysylltiadau â Maesgeirchen Improve role and connections of open Improve connections to Maesgeirchen spaces Dulliau newydd o ddenu pobl i Fangor Rhagor o ganolfannau ieuenctid a New ways to attract people to Bangor chymuned More youth and community centres Gweithleoedd deniadol newydd New attractive workspaces Potensial ar gyfer Bryn Cegin fel hwb cludiant

## Coleg addysg bellach yn adleoli allan

Further education college relocating out

**Llogi beiciau trydan** Electric bike hire

**Potensial ar gyfer Pontio** Potential for the Pontio

**Rhagor o lefyd i weithio ar y cyd** More co-working spaces

## **Development and Environment Workshop**

The last workshop focussed on the quality and availability of high quality open space and how development of the city could help to improve these. Discussions also centred on alternative means of transport and how the negative effect of transport can be reduced within the city. At the end of the workshop, participants voted on the most important projects in their opinion to be taken forward. The top three in that order were:

- 1. New amazing events and market space
- 2. Improve central green space
- 3. Add new uses in green spaces by the waterfront

A list of other projects and initiatives that were put up for debate is summarised on the opposite page in no particular order.



**Development and Environment Workshop** 

## **Development and Environment Workshop**

## Beth ddywedoch chi What you told us

Llecynnau gwyrdd wedi'u cysylltu'n well Better connected green spaces

Mwy o fynediad at fynydd Bangor More access to Bangor mountain

Hwb iechyd newydd New health hub

## Rhwystr llanw a gwella ynni a risgiau llifogydd

Tidal barrier and improve energy and flood risk

## Cysylltu Bangor Uchaf â'r Stryd Fawr

Connect Upper Bangor to the High Street

## Marchnad Ffermwyr yn y canol

Farmers Market in centre

Mae Ffordd Deiniol yn rhwystr yng nghanol y ddinas Deiniol Road is a barrier in city centre

Mae angen mesurau arafu traffig yn yr orsaf Traffic calming needed at the station

**Potensial ar gyfer parcio a theithio** Potential for park and ride

**Gwella'r llecyn o amgylch y pier** Improve area around the pier

**Gwneud rhagor o Wersyll y Rhufeiniaid** Make more of Roman Camp

Seiclwyr ar y Stryd Fawr Cyclists on High Street **Gwasanaeth bws gwell i Faesgeirchen** Better bus link to Maesgeirchen

**Dylai Ffordd Deiniol fod â choed a dylai fod yn fwy addas i gerddwyr** Deiniol Road to have trees and be more pedestrian friendly

Rhoi Ffordd Deiniol y tu allan i Pontio mewn twnel Culvert Deiniol Road outside the Pontio

Tacsis ar y dwr a gwasanaethau cychod, er enghraifft, i Fiwmares Water taxis and boat services for example to Beaumaris

# **2.4. Key Development Sites**

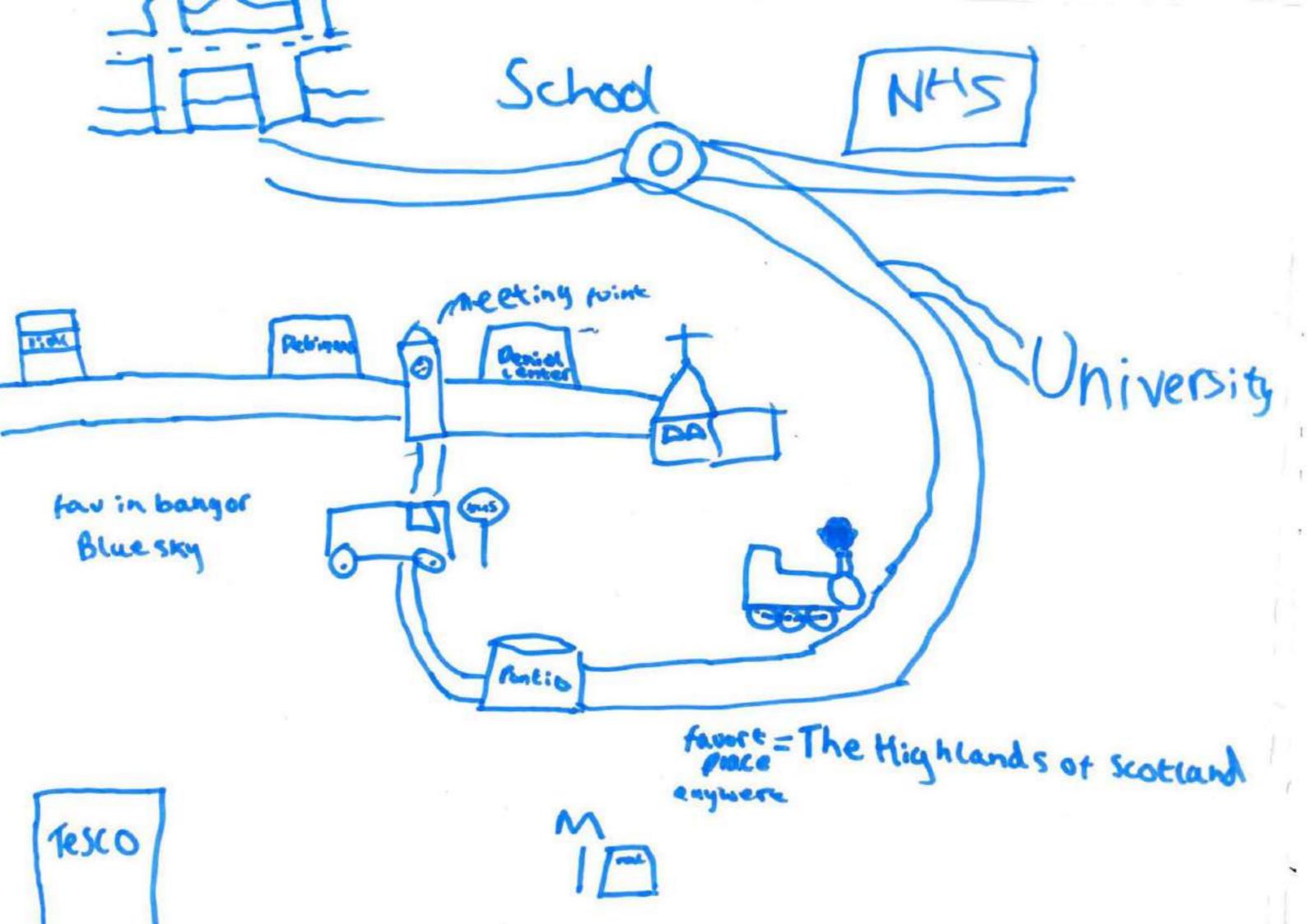
The following sites present opportunities to add new uses to the city and fill in existing gaps in both the urban form and uses that are lacking in Bangor. They are the projects proposed in the documents and can help implement the required changes. These sites have been identified purely on the base of their location and apparent potential for development or densification and are not intended to be read as allocations. The following summaries provide some additional consideration for each of the sites shown on the plan overleaf.

- 1. Area to back of train station and Royal Mail depot opportunity for mixed use development, brownfield land with potential historic contamination and flooding constraints, need to consider Royal Mail's plans for depot, potential to create new cycle connection over railway line.
- 2. Land South of Convent Lane opportunity for small housing/ mixed use scheme, need to consider the plans of current occupiers and the challenging topography.
- 3. Corner of Deiniol Road and Farrar Road an empty site, which has recently been granted planning permission for residential development.
- 4. Innovation District opportunities for university led campus development projects.
- 5. Deiniol Road/Sackville Road corner opportunity for sensitively placed commercial premises, need to consider TPO'd trees, potentially longer term project, to allow trees to come to the end of their lives.
- 6. ASDA Corner site opportunity for mixed use or university led project, important site, from the perspective of arrival into the centre of Bangor.
- 7. Former post office building opportunity for conversion of existing building into commercial or mixed use, building is listed, so careful consideration of alterations is required.
- 8. Neuadd Garth building on College Road potential university campus project for student accommodation.
- 9. Aldi site potential for alternative uses, such as education or social/community use with meanwhile buildings/structures. Opportunity for a better quality frontage to Deiniol Road.

- 10. Dean Street site opportunity for densification or upgrading of current university facilities.
- 11. Swimming pool and Fire station opportunity for a more substantial, residential led development site, need to consider relocation of fire station, long-term plans for swimming pool, potential contamination from existing fire station and flloding issues, could be delivered with the adjoining site west of Friars lane.
- 12. Land west of Friars Lane includes cleared land and current Ambulance Garage, need to consider alternative location for garage and any potential contamination from current and former uses, flooding as well as strategy for the development of the wider waterfront. Potential to be considered as larger site with the adjacent swimming pool/fire station.
- 13. Watkin Jones residential development site a site of a recent application for apartments and dwelling houses, issues to consider are the wider waterfront development aspirations and the need for a continuation of the pedestrian connection across the waterfront.
- 14. Existing garage sites along Beach Road opportunity to provide residential or mixed use infill on two sites along Beach Road, to contribute to wider waterfront regeneration strategy, need to consider long term plans of the current garage businesses and flooding issues.
- 15. Bangor Promenade opportunity for some specialist sea food and beverage offer, with high quality public realm and seating facilitating the transformation of the area. Issues to consider include the flood prevention scheme and potential contaminated land.
- 16. High Street/Strand Street corner site of current planning application for residential development, site presents opportunity to rethink access on this part of the high street.



### Key Sites



# 3.0 Bangor - A Small World City



### 3.1. Vision

The vision for Bangor promotes the holistic approach which was set out in the Bangor Strategy and Vision [December 2016]. This was predicated on exploiting Bangor's primary role as the sub regional centre for Gwynedd and Anglesey, recognising its inherent strengths and latent potential, and eradicating the negatives that have beset this city over the last decade and more. If fully realised, Bangor can become the greatest of Welsh cities, offering the whole ambit of attributes and amenities that makes any city great, but gilded with a sense of Welsh and Celtic heritage.

The 2016 Strategy and Vision established the three interdependent themes: Development and Environment, Economy and Promotion and Housing Health and Wellbeing. The same themes which were used for the Big Masterplanning Week workshop topics.

Development and Environment considers development, the built environment, the public realm and transport and pedestrian access. Economy and Promotion looks at business support, marketing and promotion and events. Housing Health and Wellbeing focusses on revitalising and growing housing stock within the city as well as initiatives to support more sustainable and healthy living conditions and access to health and wellbeing services.

The 21st Century will become the age of the Mega City where, by 2050, we are told that 75% of the world's population will be living in cities. In Britain, our major cities continue to grow and densify. Cities like Manchester and Liverpool, that were once suffering a decline in population, are attracting people back into their centres. What does this mean for small cities like Bangor?

Bangor is the oldest city in Wales, dating back to the 6th Century. It is also one of Britain's smallest cities, with a population of around 18,000 people, half of which are students. It is certainly the most Welsh city in Wales with around half the nonstudent population speaking Welsh. Bangor is also more remote than many cities in Britain, some distance from the major urban areas and larger cities in the UK.

Bangor, a small world city is our vision of what Bangor could be in the 21st Century. It celebrates the idea of a small city, a place that is small in scale, easily understood, compact and well-connected, a place where the different communities that make up the city can congregate and enjoy some of the best virtues of city life but also, feel at one with nature and the stunning North Wales landscape and coastline. It also celebrates Bangor as a place of global exchange, that is, an exchange of ideas, knowledge, culture and language, both into and out from Bangor and Wales. This makes it different to a town. It is the outreach of a city like Bangor that makes it different. As Bangor welcomes students and residents from all around the world to this corner of Wales at the same time it exports brilliant people and world-class knowledge and expertise to every corner of the globe. It celebrates Welshness, Welsh culture and language and embeds as part of this international outreach.

We want to put people right at the heart of the vision. Cities are the places of greatest human congregation, human potential and social progress but equally they can be unhealthy, inequitable and stressful places too. The Small World City model has the potential for putting people right at the heart of everything, addressing issues of homelessness, loneliness and isolation, affordability, health and well-being. A Small World City is a happy city.

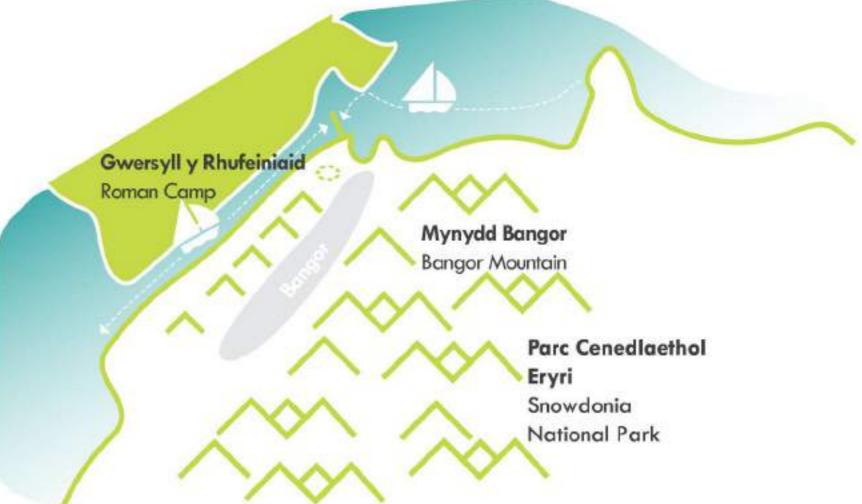
Cities are by their nature, voracious machines that suck up natural resources, polluting air and water in the process and making greater and greater demands on the planet from energy consumption through to the generation of waste. A Small World City like Bangor can drive behavioural change, by helping its citizens live a simpler, slower life, consuming less, protecting and nurturing natural resources and reducing energy consumption. Bangor's fabulous location between the mountains and the sea and its cherished natural setting provides a powerful reminder to its citizens of how fragile and precious is the planet.

In a world where size seems to matter and in an age of the Mega City, we want to celebrate the role of the Small World City.

### **3.2.** Vision Objectives - The Five Elements

### Sea to Summit

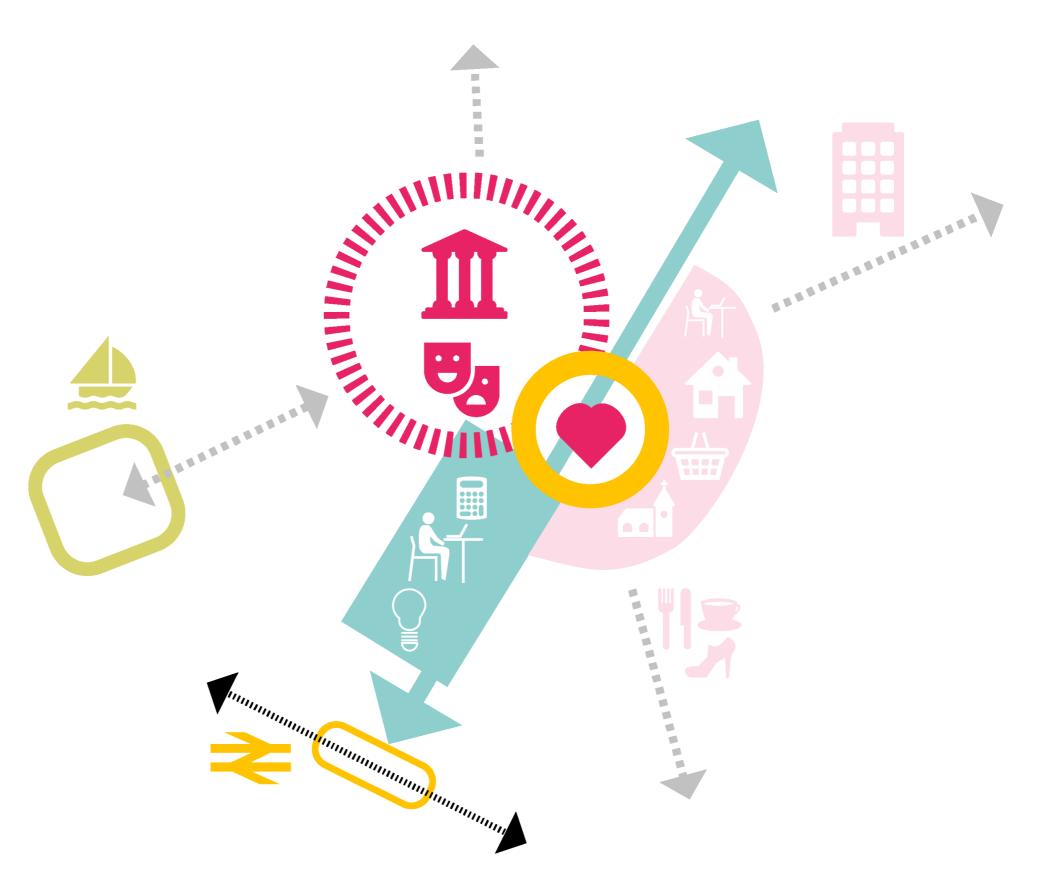
- \* Celebrate the beautiful waterfront setting and the backdrop of the mountains;
- \* Improve pedestrian and cycle connections between the natural environment and the city centre;
- \* Create a green corridor from the Roman Camp, through the heart of the city and up to Bangor Mountain.



Sea to Summit diagram

### **Ideas and Exploration**

- \* As a city of learning encourage ways to use that knowledge to change the world;
- \* Develop an innovation district which encompasses the university's growing science and technology campus and the station quarter;
- \* Create work spaces around the station which encourage entrepreneurs as well as people learning and developing new ideas to stay in Bangor;
- \* Explore the university's strengths such as in the marine sciences;
- \* Encourage investment in the city in order to develop the High Street not just as a place to shop but also to eat, drink, enjoy cultural and leisure activities and live above the shops.



Wersyll y Rhufeiniaid

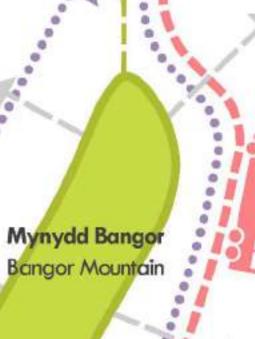
Roman Camp

Ap Bangor

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### **Healthy City**

- \* As a small city with a natural setting, Bangor can develop as a healthy city by improving ways to move around safely and easily;
- \* Radically improve the cycle network across the whole city;
- \* How to reach the many peaceful, beautiful places in and around the city should be communicated more clearly through signage, maps and apps;
- \* Explore the role of technology using apps to promote healthy lifestyles whether for moving around through active forms of transport, shopping for healthy food, physical exercise or information on the proposed Health Hub.



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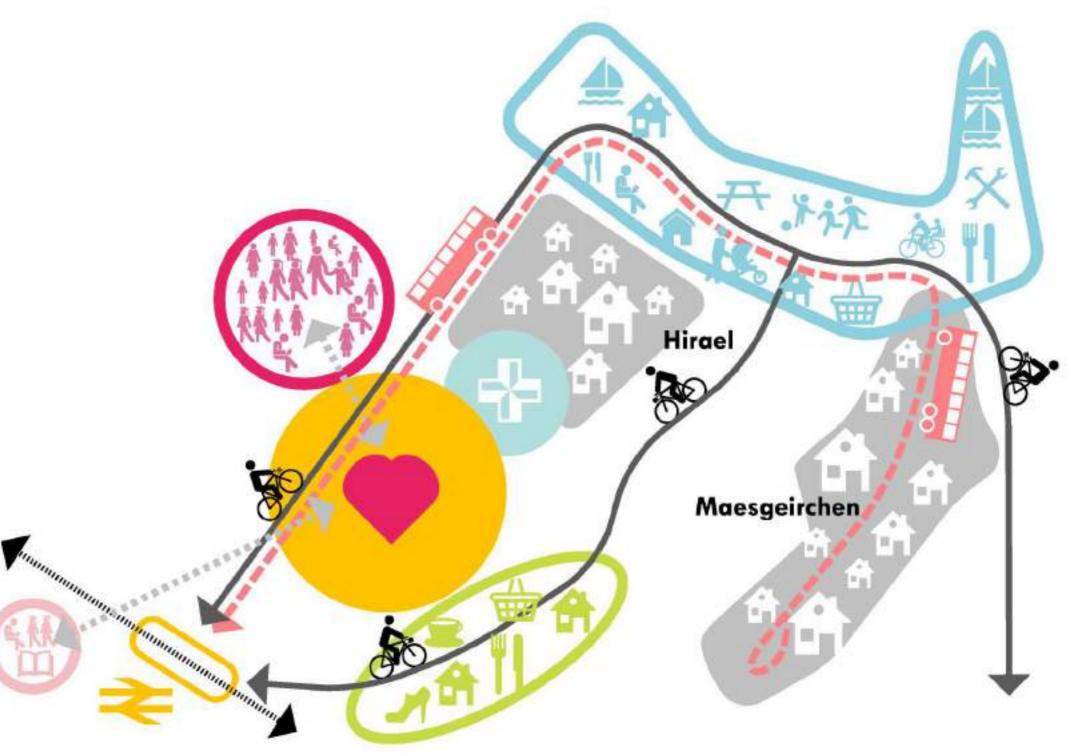
Campfa awyr agored I Outdoor gym

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agram

### Fair and Equitable

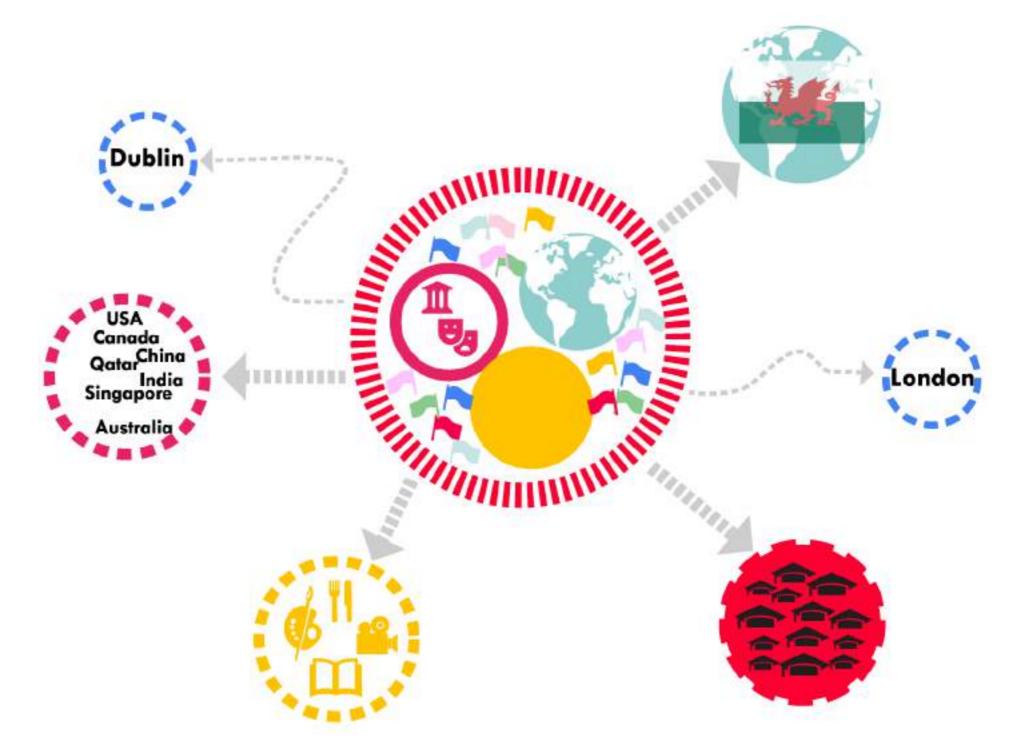
- \* Work towards giving everyone in the city more equal opportunities through education and housing;
- \* Improve communication through physi interventions and also through the spre information using technology so that sc communities feel less isolated and disco
- \* Find ways to make isolated communitie feel more part of the city and give them sense of identity for example connect Hi with the waterfront and new activities there and create new pedestrian and cyc links to Maesgeirchen with signage whi highlights incredible viewpoints;
- \* Opportunities around the new Health Hub and Homeless Centre will help provide support for people.



Fair ana Equitable alagram

### **One World City**

- \* Celebrate Bangor as the most Welsh city and find ways to export the Welsh culture.
- \* Encourage international networks to export brilliance from Bangor through university and hospital exchanges and foreign students returning to their home countries;
- \* Continue to develop the city's strong links with Cardiff and Europe;
- \* Open more food outlets which offer cuisine from around the world;
- \* Develop the cultural programme through the Pontio Centre and Storiel and other arts venues to improve understanding of arts and culture;
- \* Promote activities in the city to bring together the amazing range of people living there from around the world who have chosen Bangor as their city;



One World City diagram

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### Legend

- Area of general public realm improvements and new public realm
- Area of significant public realm alterations/ key locations of designed public realm
- Indicative massing for development sites
- Important Frontages & Opportunity for improved/activated frontages
- Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)
- Proposed Tree
  - Existing Tree

G

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- Cycle Infrastructure (parking/hire)
  - Wayfinding signage or bespoke totems
- Heart of the city
  - Potential development locations
- Indicative location of destination play features
- (mm) Key Pedestrian & Cycle Movement/ Connections
- Connections
- (www) Vehicular Route Improvement



# 4.0 Bangor Masterplan

### 4.1. Concept

The Concept Plan on the opposite page illustrates how accesses and connections between the city's existing public realm and built environment will be enhanced and developed. It incorporates the Strategic Partnership's five priorities: regenerating properties on the High Street, developing a Health Hub, establishing a centre for the homeless, improving the housing stock, marketing and promoting the city.

The concept presents a purposeful and innovative long-term strategy to intervene spatially in the city centre through the creation of three distinctive places along the valley: the Station Quarter, the Heart of the City and the Waterfront. Each place is trying to do something different but, critically, are fully integrated with the others and the wider residential and economic communities. In order to make the city centre more accessible to all, consideration is first given to improving connections to the wider city.

### **Station Quarter**

Creating a new square outside the station will welcome people into the city. Consolidate the area around what we might call Station Place with development, principally housing or employment led mixed use.

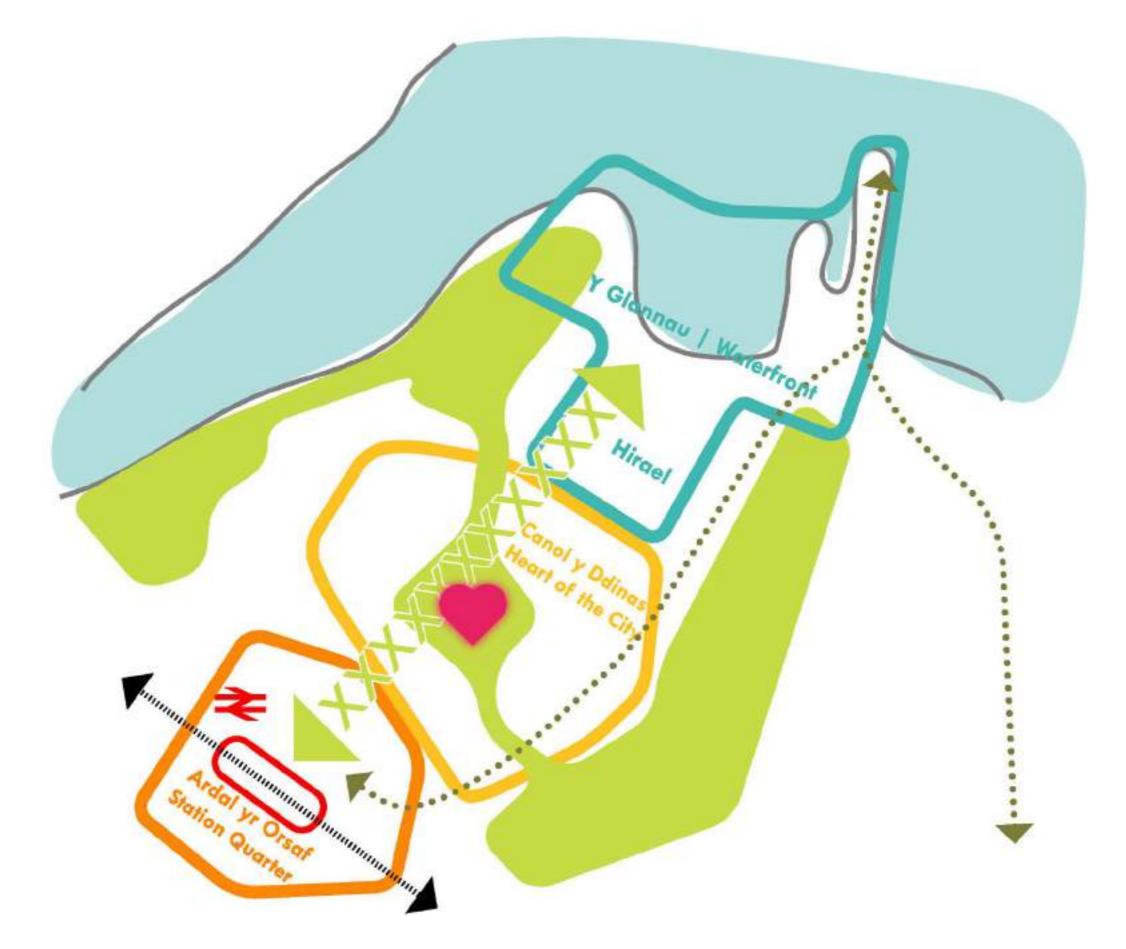
### Heart of the City

A new Heart of the City is created around the cathedral, the university and the clock tower. For this to be successful, the current function of Deiniol Road and its landscape design as a link road is disrupted in order to achieve easy pedestrian flow and cycling between the key assets. This provides opportunities to improve leisure, culture and events here. The Heart of the City makes better use of the dramatic green links either side of the valley with the prospects and the stunning views that these places provide.

### Waterfront

The Waterfront provides the opportunity to make much more of Bangor's relationship with the Menai Strait, its port and the seafront. The waterfront is designed to be a whole experience from one end to the other.

### BANGOR CITY MASTERPLAN



### Concept diagram

49

### 4.2. Framework Plan

The Framework Plan on the opposite page identifies the location of the proposed projects which were selected by the Strategic Partnership based on the issues raised at the Masterplanning Week. The fifteen projects include a mixture of movement and public realm projects all with the intention of making Bangor a better place to live. This section illustrates the projects in more detail and sets out next steps required to bring these forward.

Improvements to Deiniol Road would form one of the main projects as the spine of Bangor, with other projects and key sites connecting to it.

Memorial Square is another key project which would form the heart of the city and be surrounded by other opportunities and connections.

Other projects include connections to the countryside and waterfront, improvements to public realm around the station, waterfront and Garth Pier and new cycle infrastructure to provide a feasible alternative to travel by car.

The full list of projects is shown on the right and this section concludes with two futher city-wide projects: Connected Bangor and Bangor App.



#### **Public Realm Projects**

Station Square and Cycle Bridge University Focal Space Plas Cariadon Focal Space D Brambell Square College Gardens Clocktower connections Memorial Square Bangor Cathedral Garth Pier Hirael Bay Waterfront

← ■ → Movement Projects (Cycling and Pedestrian)

- Deiniol Road **B**
- K Cycle Route on High Street
- Key Pedestrian Route
- Pedestrian Route to the Waterfront



Farrar Road



**Potential Development Sites** 

← - → University Green Link

| Framewo | r <mark>k plan</mark> |      |
|---------|-----------------------|------|
| 0       |                       | 200m |
|         |                       |      |

## 4.3.A. Station Quarter and Cycle Bridge

### **Type of Project**

Movement/Place.

### Site Description

Bangor Train Station forecourt, adjacent green bank and land to the south of the train line.

### Land Ownership

National Rail, Royal Mail and potentially other private landowners.

### Concept

There is scope to improve the constrained northern forecourt of Bangor railway station by making it a pedestrian priority area. This not only provides scope for a much more pleasant arrival experience, the reduction of the traffic movement into and out of the station allows for a simplification of the junction and pedestrian crossings at Holyhead Road / Deiniol Road.

The detailed treatment will depend on whether traffic circulation is changed (see project E. Farrar Road) but at least would comprise a programme of decluttering and changes to the surface treatments using better quality materials, and the introduction of street trees, together with the introduction of improved facilities for pedestrians and cyclists. This would include provision for a cycle bridge over the railway line.

A similar positive transformation – the relocation of vehicles from the front of a station – can been seen at Newcastle Central Station.

### Next Steps

Draw up detailed plans for public realm improvements in the station forecourt, concept design and viability of a new cycling bridge, explore potential for wholesale changes around the station area, including potential for new mixed use development and changes to traffic circulation and flood mitigation measures.













### **Station Quarter and Cycle Bridge**

### 

#### Legend

Area of general public realm improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Indicative massing for development sites

Important Frontages & Opportunity for improved/activated frontages



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Cycle Infrastructure (parking/hire)

Potential development locations

Indicative location of destination play features

a Car Parking

Na Electrical Vehicle Charging



Vehicle Access



(III) Key Pedestrian & Cycle Movement/ Connections

### **B.** Deiniol Road

### **Type of Project**

Movement

#### **Site Description**

Extent of Deiniol Road from Train Station to the beginning of Waterfront Cycle route (Bangor Park).

### Land Ownership

Gwynedd Council

#### Concept

A comprehensive treatment of the route is proposed from an improved area at the railway station entrance up to Garth Road, which marks the northern limit of the university/civic area of the city centre.

The constant design principle is to provide a 6.5 metre wide carriageway: this is a reduction from the present road width, but still sufficient for the passage of two-way traffic on a busy street. The space reallocated is used to create protected space for cycling, wider pavements, and opportunities for greening.

The cycling provision would for the most part consist of a two-way stepped track on one side of the street, separated from the carriageway and footway with upstand kerbs. This type of cycle route is commonplace in Denmark and is recommended by the Wales Active Travel Design Guidance.

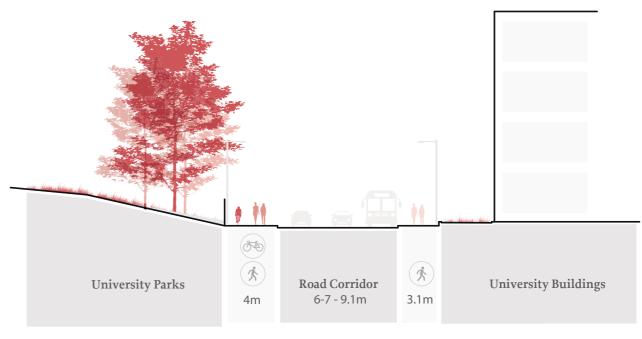
Consideration would be given to the need to introduce smart technology along the route, such as live traffic monitoring which could be used to control real time car park routing systems or variable speed limits at times when pedestrian and cycle numbers are high. Intelligent speed assistance will be mandatory on new cars by 2022.

More significant interventions are proposed at three focal points along the route, which are discussed in the sections below. These are University Place, Place Cariadon and Memorial Square.

#### Next Steps

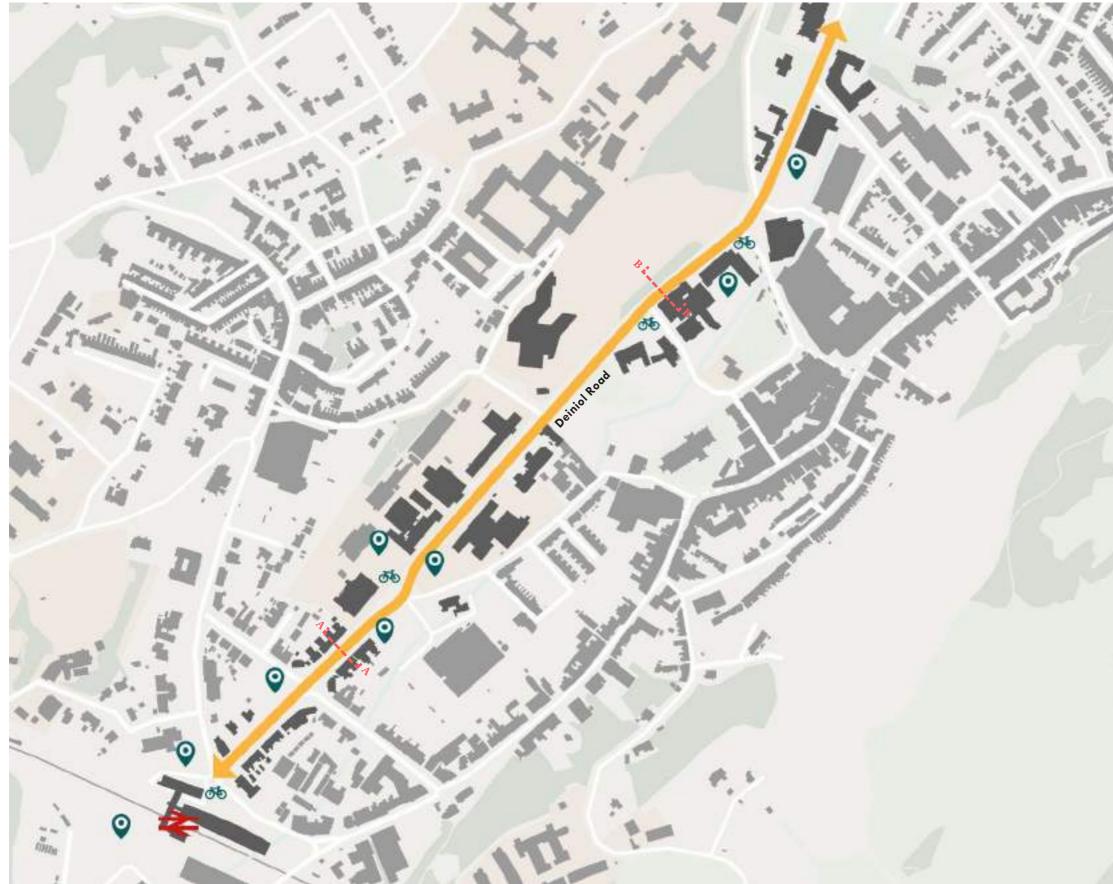
Carry out detailed surveys and carry out viability studies before drawing up detailed plans for public realm improvements and new road layout.





Section AA

Section BB







### **Deiniol Road**





Cycle Infrastructure (parking/hire) Potential development locations Key Pedestrian & Cycle Movement/ Connections

### **C. University Place Focal Space**

### **Type of Project**

Movement/Place

#### Site Description

Focal space at Deiniol Road / Sackville Road (ASDA) roundbaout.

### Land Ownership

Mostly Gwynedd Council with some private/university ownership.

### Concept

There is an opportunity to improve accessibility to surrounding green spaces, including the square outside the university's science and technology campus. Planting interventions would utilize low maintenance, impactful wildflower species and raingardens set against hedges and evergreen shrubs to provide year-round structure.

Planting areas soften a much improved road layout and serve to knit together the existing square adjacent to the university and access to the high street beyond.

While it would be desirable to remove the roundabout and replace it with more traditional priority junctions. This objective should be retained as a long-term aspiration.

This project would consist of retaining the current diameter of the circulatory area, but amending the approach geometry to reduce entry and exit speeds of traffic, and placing zebra crossings around all arms to provide greater priority to pedestrians. The Zebra crossings would include parallel crossings for cyclists, allowing access around the roundabout.

Dependent on budget, it would be desirable to change the material treatment of circulatory carriageway so it looks visually similar to the roundels at Poynton, Cheshire.

### Next Steps

Carry out detailed surveys and discuss plans with neighbouring land owners before drawing up detailed plans.









### University Focal Space

### Legend

Area of general public realm improvements and new public realm



Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)

Cycle Infrastructure (parking/hire)

• Potential development locations



# **D. Plas Cariadon Focal Space**

### **Type of Project**

Movement/place

#### Site Description

Focal space at Garth Road and Deiniol Road roundabout.

### Land Ownership

Gwynedd Council

### Concept

The junction of Deiniol Road, Garth Road, Love Lane and Well Street is an important gateway from the north to the University campus and the City Centre. However, it presently has a very complicated layout for vehicles and pedestrians. We propose to simplify this space by introducing one-way operation to Love Lane (one way up the hill) to remove one of the conflicting movements at this junction.

The existing signalised crossing next to Aldi is moved closer to Well Street, west of a narrowed entrance to Love Lane. This crossing is where the cycle route switches from the northern side of Deiniol Road to the southern side of Garth Road. With the junctions and land width changes, more space is available for public realm, pedestrians and cyclists.

It is intended that the focal space marks an intersection in Bangor's rich character and celebrates the existing vegetation and topography towards the Arts building. Planting interventions utilize low maintenance, impactful wildflower species and raingardens set against hedges and evergreen shrubs to provide year-round structure. A significant (20+m mature height) tree will serve as a wayfinding and placemaking indicator.

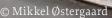
### Next Steps

Carry out detailed surveys and discuss plans with neighbouring land owners before drawing up detailed plans.













### **Plas Cariadon Focal** Space



### Legend

Area of general public realm improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)





• Potential development locations



(III) Key Pedestrian & Cycle Movement/ Connections

### E. Farrar Road

### **Type of Project**

Movement

### Site Description

Farrar Road and the adjacent junctions and stretches of the High Street, Deiniol Road and Holyhead Road.

### Land Ownership

Gwynedd Council.

### Concept

The one-way system on Farrar Road, High Street, Station Road and the southern section of Deiniol Road has been designed to optimise traffic flow, but reductions in flow since the early 2000s mean that it may no longer be necessary.

One-way systems can be problematic as they lengthen routes for cycle users, and the weaving movements required to traverse them are also problematic.

A number of potential options could be considered – with or without this assumption – and an option that can be delivered in an incremental process is considered possible, i.e. not dependent on wholesale changes to the complete gyratory. This makes Deiniol Road two-way for its entire length, with the current one-way sections of Holyhead Road and Farrar Road remaining. These could be converted to two-way at a later date once more substantial study has taken place.

The design could include a two-way track along the northern side of Deiniol Road, which crosses the minor arm of Farrar Road with a parallel cycle zebra crossing. The geometry of the Farrar Road junction would need to change to accommodate a "teardrop" island, that allows westbound traffic to continue along Deiniol Road, as well as turning left into Farrar Road.

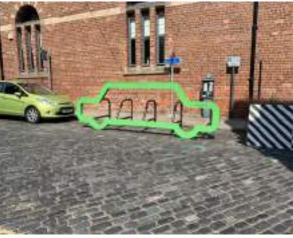
### Next Steps

Carry out traffic modelling and weight up different options of rearranging the traffic movement before drawing up detailed road improvement plans.







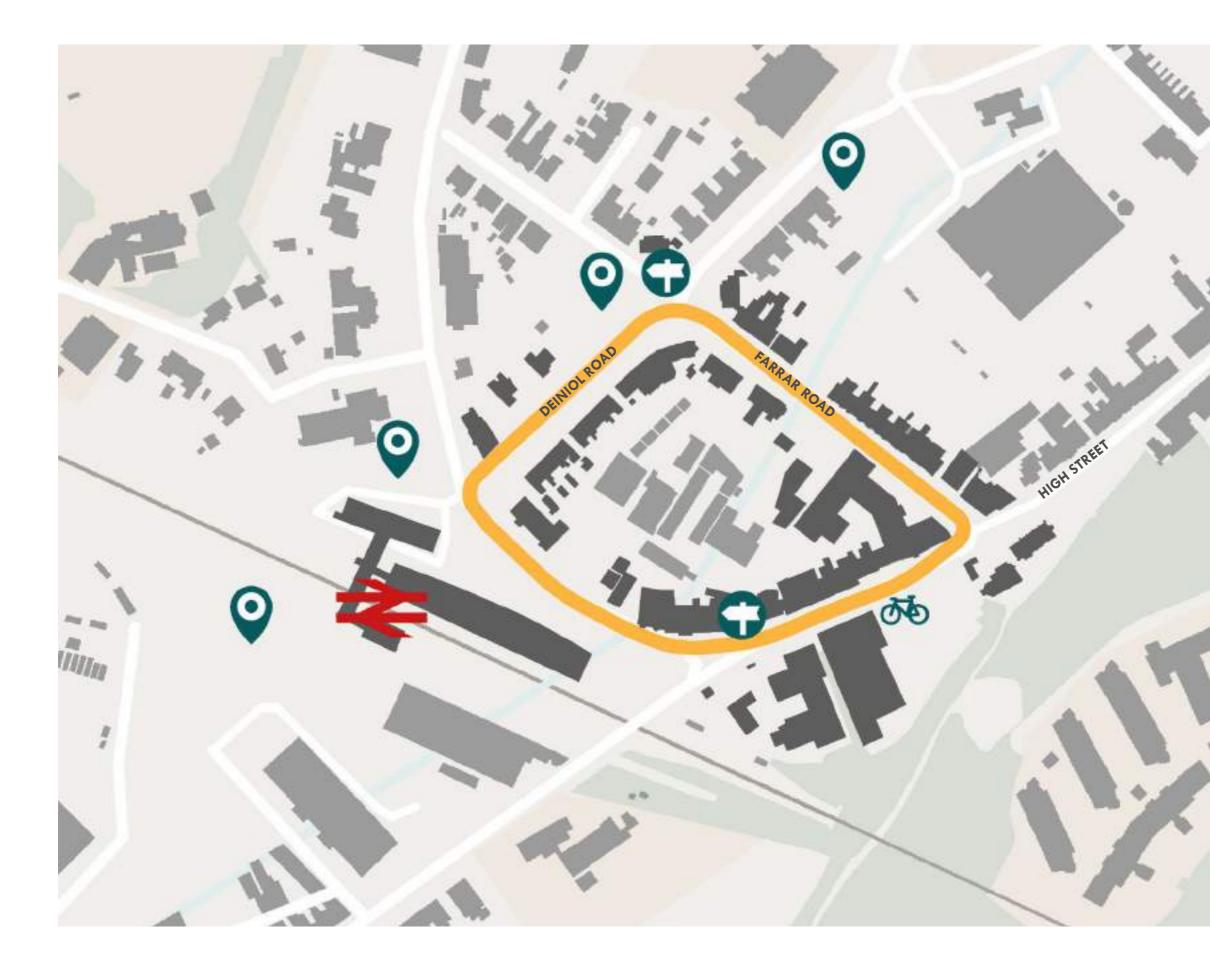


















Cycle Infrastructure (parking/hire) Potential development locations Wayfinding signage or bespoke totems

Hey Pedestrian & Cycle Movement/ Connections

### F. Brambell Square

### **Type of Project**

Place

**Site Description** Brambell Square off Deiniol Road, opposite ASDA entrance.

### Land Ownership

Bangor University

### Concept

It is understood that the University are seeking to carry out improvement works to the square to enhance the amenity value and improve connections across Deiniol Road and through the campus. It is understood that proposals would include new planting, seating and improved routes.

### Next Steps

Engage with the University to understand their timescales and opportunities to link this with other projects set out in this document.











### **Brambell Square**



Area of general public realm improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)

- Cycle Infrastructure (parking/hire)
- Art/Sculpture

0

Potential development locations

Potential Green Connections to High Stret

Key Pedestrian & Cycle Movement/ Connections

### G. College Gardens

### **Type of Project**

Place

### **Site Description**

Area of existing College Gardens including the public area around the Pontio Centre.

### Land Ownership

Bangor University

#### Concept

The proposal is to allow for public use and improve the existing College Gardens. New footpath connections are designed to create direct links with the university buildings, the Pontio Centre, the two focal spaces on Deiniol Road and become part of longer distance routes to the north towards the Roman Camp and the Pier.

Along these footpath routes stop off places are set in newly landscaped flat spaces from which views can be enjoyed of the city.

The arboretum is planted extending the existing tree planting towards the Pontio Centre.

### Next Steps

Discuss the potential of public use with the University, including any concerns and management considerations that might need to be resolved to allow for this. Carry out detailed tree and topographical survey and prepare a proposal for

improvements to allow a more intensive use of this key space.











### **College Gardens**



#### Legend

Area of general public realm improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)

### Art/Sculpture

Indicative location of destination play features

(III) Key Pedestrian & Cycle Movement/ Connections

### **H. Clocktower Connections**

### **Type of Project**

Place / Movement

### **Site Description**

Crossing of Tanyfynwent and Garth Road, as well as connections to the Clocktower and to Garth Road around the Independent School.

### Land Ownership

Gwynedd Council

### Concept

Over the longer term, the environment around the gardens next to Storiel could be further improved by relocation of the bus station. The existing multistorey car park site at Glanrafon and the Castle Hill surface car park could be transformed into a new "Bus Boulevard Street" with active frontage and a purpose-built environment to support public transport interchange with less intrusion on such a peaceful and sensitive green space. Perhaps more considerable, are opportunities to improve how pedestrians and cyclists travel through this area to access the High Street and the shopping

centres. This should include measures to make the connections both convenient but also safe to use.

### Next Steps

Discuss plans with public transport providers and identify potential development opportunities. Produce tree survey and identify opportunities to improve and create new pedestrian and cycle connections.











### Clocktower Connections





Area of general public realm improvements and new public realm



Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

> Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)



Cycle Infrastructure (parking/hire)



• Potential development locations



(III) Key Pedestrian & Cycle Movement/ Connections

## I. Memorial Square

### **Type of Project**

Place

### **Site Description**

Area of existing Memorial Square including the bowling green and play area.

### Land Ownership

Gwynedd Council

### Concept

The concept for Memorial Square is: a formalized square set amongst a soft park landscape. The central formalized 'square' part of the proposal is envisaged as a level surface divided over two main levels by seating steps. The soft landscape includes proposed planting as well as the existing planting along the footpath.

The richly planted Cathedral Gardens and Bible Garden contribute to the natural setting. Shared surface crossings at the improved Deiniol Road integrate Memorial Square to its wider, celebrated context of the University, Memorial Arch, the High Street and wider landscape features. It is proposed that it is completed in two phases.

### Next Steps

Identify suitable funding opportunities, carry out detailed surveys and draw up detailed public realm proposals.









### **Memorial Square**



### Legend

Area of general public realm general improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)



- Heart of the city
- Potential development locations

Indicative location of destination play features

Key Pedestrian & Cycle Movement/ Connections

### J. Bangor Cathedral

### **Type of Project**

Place

### **Site Description**

The grounds of Bangor Cathedral and its connections to the surrounding areas.

### Land Ownership

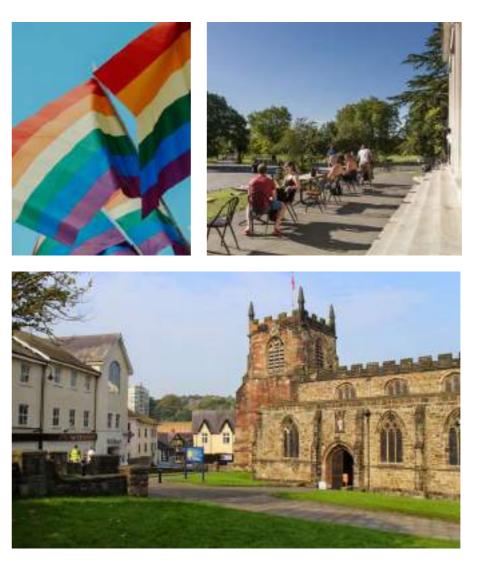
Bangor Cathedral

### Concept

The Cathedral is looking at ways to ensure it's long term ambitions as a community hub that supports a variety of activities, community groups and values. The intention is to look at consolidating a number of activities that the Cathedral supports, such as free musical performances, exhibitions, social events and catering, and to provide appropriate facilities to allow the site to remain an outward looking and lively part of the centre of Bangor.

### Next Steps

To explore the potential of existing facilities within the grounds and draw up feasibility plans as to establish a budget to bring forth the envisaged transformation.











### **Bangor Cathedral**



### Legend

Area of general public realm general improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)

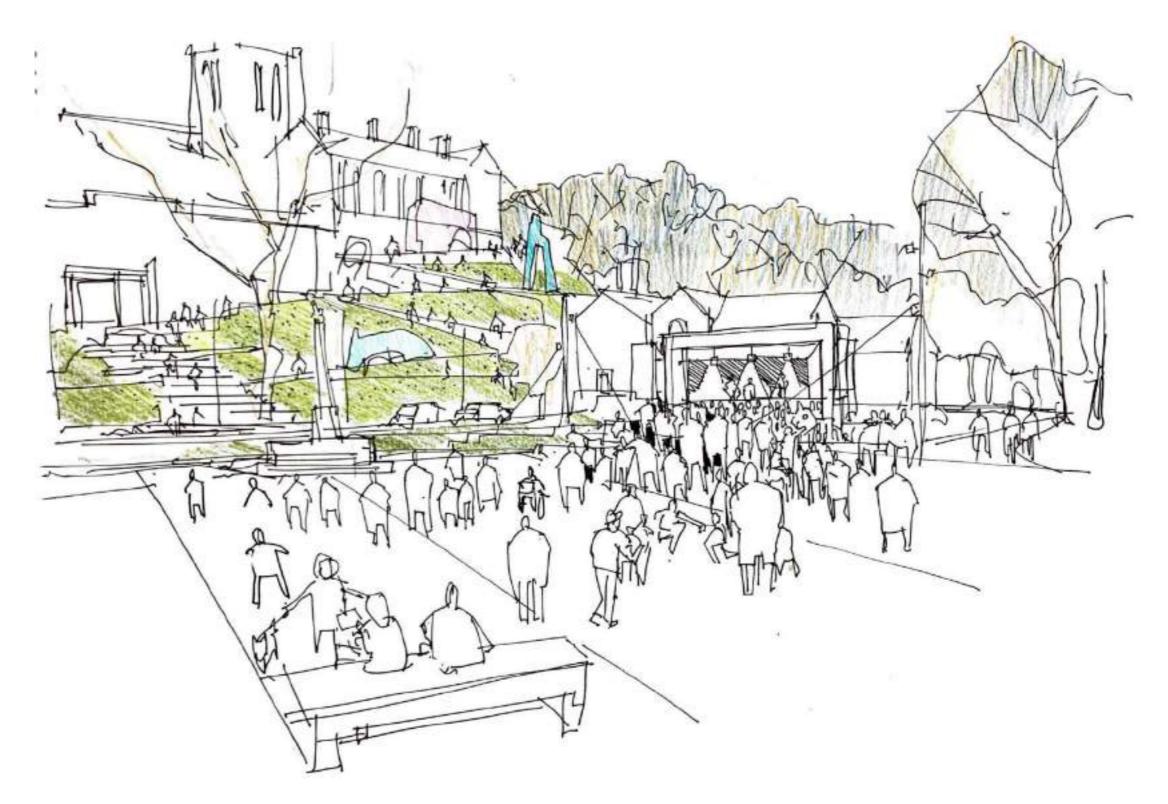
Cycle Infrastructure (parking/hire)



Key Pedestrian Movement/ Connections



71



72

Sketch of new Memorial Square



Sketch of new Deiniol Road from Brambell Square to Train Station

73

## K. Cycle Route on High Street

#### **Type of Project**

Movement

#### **Site Description**

The full length of the High Street.

#### Land Ownership

Gwynedd Council

#### Concept

The High Street will become a principal cycle route through the city and to Maesgeirchen beyond. Three different approaches and actions are needed to allow this:

- 1. The predominantly residential part of the High Street would function as a 'Quietway' where cyclists would share the carriageway with vehicles, but reducing the amount and re-directing of traffic in this area would need to happen first to allow this. Cyclists should also be allowed to travel in both directions here.
- 2. The high street is currently subject to a pedestrianisation order that precludes cycling. Exempting cyclists from the pedestrianisation orders would be required to allow people to travel on a bicycle through this part of the High Street. There may be some safety concerns over allowing cycling in the pedestrianised sections of the High Street but cities such as Leicester, have shown that actual levels of conflict between pedestrians and cyclists are very low. Cycling in pedestrianised areas is supported in the Wales Active Travel Design Guidance.
- 3. The southern area of the High Street should allow cyclists to travel in the opposite direction to motor traffic. This will need careful study, but experience has shown that contraflow cycling can operate safely even where space is limited.

#### Next Steps

Carry out assessment of the proposed measures and identify suitable budget opportunities to carry out the work, as it's unlikely to have a considerable cost. Use opportunity to review the circulation of traffic in the northern part of the street and Hirael area longer term.



















#### Legend

- Cycle Infrastructure (parking/hire) 0
  - Potential development locations
- Wayfinding signage or bespoke totems
- Key Pedestrian & Cycle Movement/ Connections

## L. Key Pedestrian Route

#### **Type of Project**

Movement

#### Site Description

Combination of existing and proposed footpaths stretching from the Roman Camp to Maesgeirchen

#### Land Ownership

Predominantly Gwynedd Council with some areas owned by the University

#### Concept

It is proposed to create a long distance recreational route that would link the centre of Bangor and all of its key destinations with the landscape setting and historic monuments. This would allow both visitors and local residents to appreciate the setting of the historic city and access the natural recreational spaces with more ease. The route would also link to the existing Public Rights of Way and long distance routes. Most of these connections already exist and require improvements whilst in some instances new and accessible routes might be appropriate, supported by other facilities such as benches and other outside furniture.

#### Next Steps

Survey the condition of existing routes and identify opportunities for new connections. Establish dialogue with the University where connections are sought through their land.

















#### Key Pedestrian Route



#### Legend

Key Destination

- Cycle Infrastructure (parking/hire)
- Potential development locations
- Wayfinding signage or bespoke totems
- Panoramic Viewpoint



•••• Existing Public Rights of Way

## M. Pedestrian Route to the Waterfront

#### **Type of Project**

Movement

#### **Site Description**

The existing route at the back of the Bowls Club and swimming pool.

#### Land Ownership

Predominantly Gwynedd Council's land

#### Concept

It is understood that works are to take place to build new flood defences here. This provides the opportunity to integrate a beautifully designed and active route along the waterfront which also functions as an effective flood defence. The existing Lon Adda path provides a pleasant walking and cycling route via Bangor Park to the sea front. Continuity of this route could be improved by providing pedestrian and cycle priority crossings where it interfaces with roads.

- \* Around the Pier Head, there have been local calls to make some roads one way in order to reduce conflict when coaches arrive and depart. This presents opportunity to widen footways (there are some areas where footways are either absent or discontinuous).
- \* Where footways cannot be introduced, a "pedestrian priority street" could be delivered, where the street is laid out in materials and with street furniture that emphasises its use as a shared surface. There are existing examples of this treatment elsewhere in Bangor (e.g. Glanrafon Hill).

#### **Next Steps**

Establish the long term plans for the flood defence project, Fire Station and other surrounding uses to see whether these improvements can be provided as part of a wider redevelopment of the area.

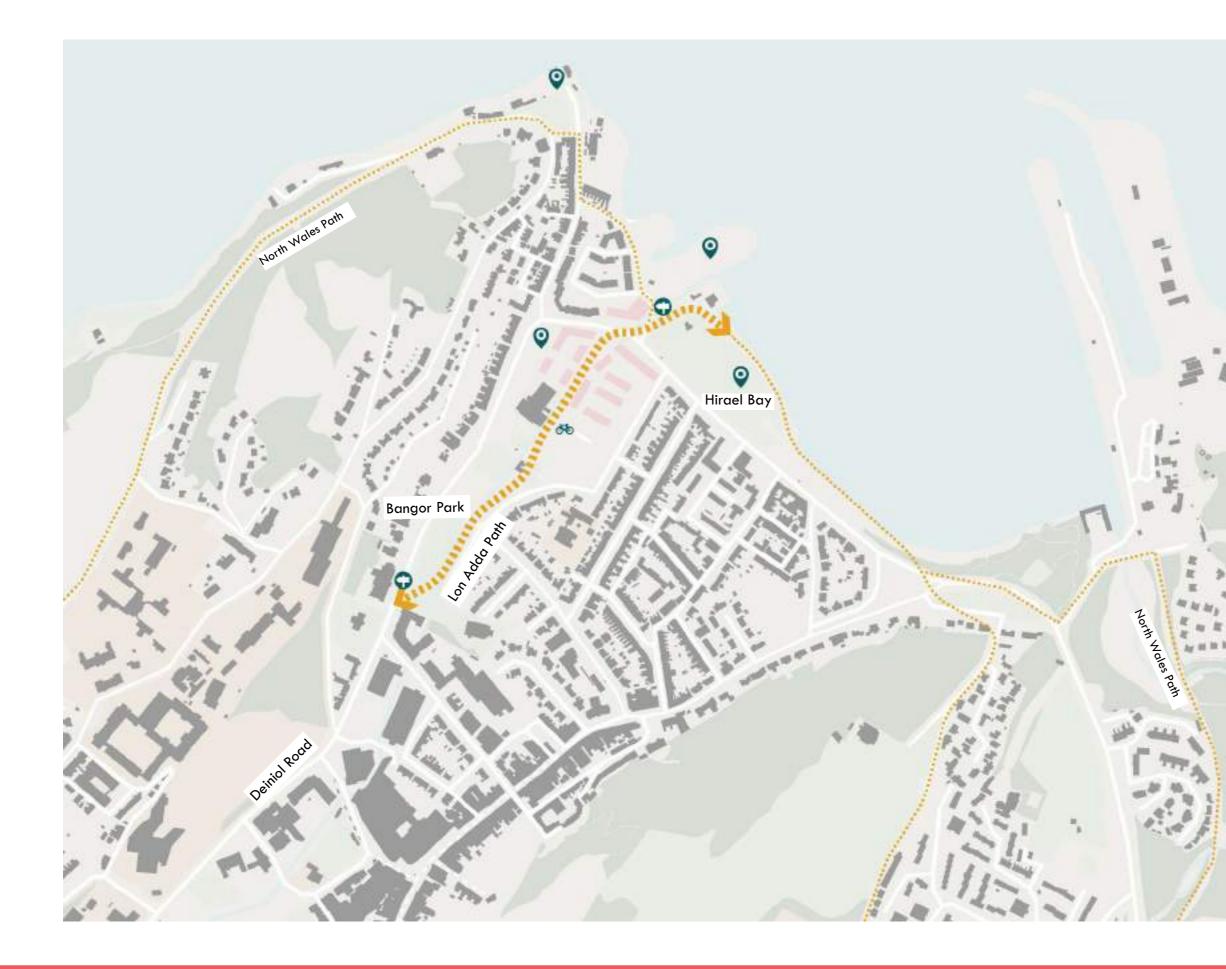














#### Pedestrian Route to the Waterfront

#### Legend

- Indicative massing for development sites
- Cycle Infrastructure (parking/hire)
- Potential development locations
- Wayfinding signage or bespoke totems
- Key Pedestrian & Cycle Movement/ Connections
- ••••• Existing Public Rights of Way



80



81

## **N. Garth Pier**

#### **Type of Project**

Place

#### Site Description

Garth Pier and surrounding area.

#### Land Ownership

Predominantly Gwynedd Council's land with potentially some privately owned.

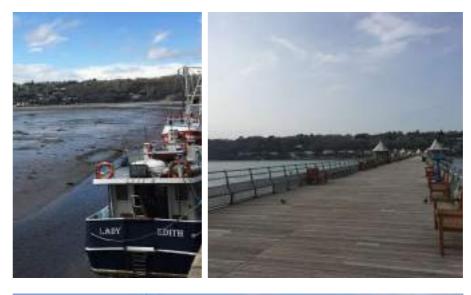
#### Concept

Several enhancements are proposed to the setting and use of the pier, including:

- 1. Enhance approach with higher quality public realm and landscape enhancements to the existing open space.
- 2. Move car parking to road side to free public space overlooking the waterfront and allow use as spill-out space from existing businesses.
- 3. Add pontoon on the pier in order to provide access for ferries and cruising berths.
- 4. Improve connectivity by bus to allow inter-operation with ferry service to/ from Beaumaris Castle.
- 5. Create link to improved pedestrian route (see project: L. Improved Pedestrian Route to the Waterfront)

#### Next Steps

Engage with ferry service providers and explore opportunities for services from pontoons. Carry out detailed surveys and draw up plans for public realm improvements and identify opportunities for funding.













#### **Garth Pier**



#### Legend

Area of general public realm general improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

Indicative massing for development sites

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)



Cycle Infrastructure (parking/hire)

Car Parking



Vehicle Access



Key Pedestrian & Cycle Movement/ Connections

Key Pedestrian Movement/ Connections

## **O. Hirael Bay Waterfront**

#### **Type of Project**

Place

#### **Site Description**

Garth Pier and surrounding area.

#### Land Ownership

Predominantly Gwynedd Council's land with potentially some privately owned.

#### Concept

The new flood defence project will provide opportunities for improvements to the public realm along the waterfront:

- \* The flood defences themselves would be built as the decking, seating and pedestrian and cycle route all incorporated in to the structure. LDA has designed many successful examples of this including at Littlehampton and Portsea.
- \* A pedestrian cycle route would run along the waterfront connecting to routes to Memorial Square, Hirael and the Pier (see project: L. Pedestrian Route to the Waterfront).
- \* Adjacent to the retained football pitch, a larger skatepark is included offering a street plaza style terrain.
- \* A pop-up shack, selling local sea food could be located in a landscaped park with seating, play space and tree planting.
- \* Beach Road is to have a new road surface treatment to create a pedestrian friendly environment and separate cycle route.
- \* A car park is to be included at the High Street end.
- \* Beyond the car park a temporary structure, for example designed from shipping containers will test other uses such as workshop spaces.

#### Next Steps

Further develop the public realm proposals alongside the progress of the flood defence project.



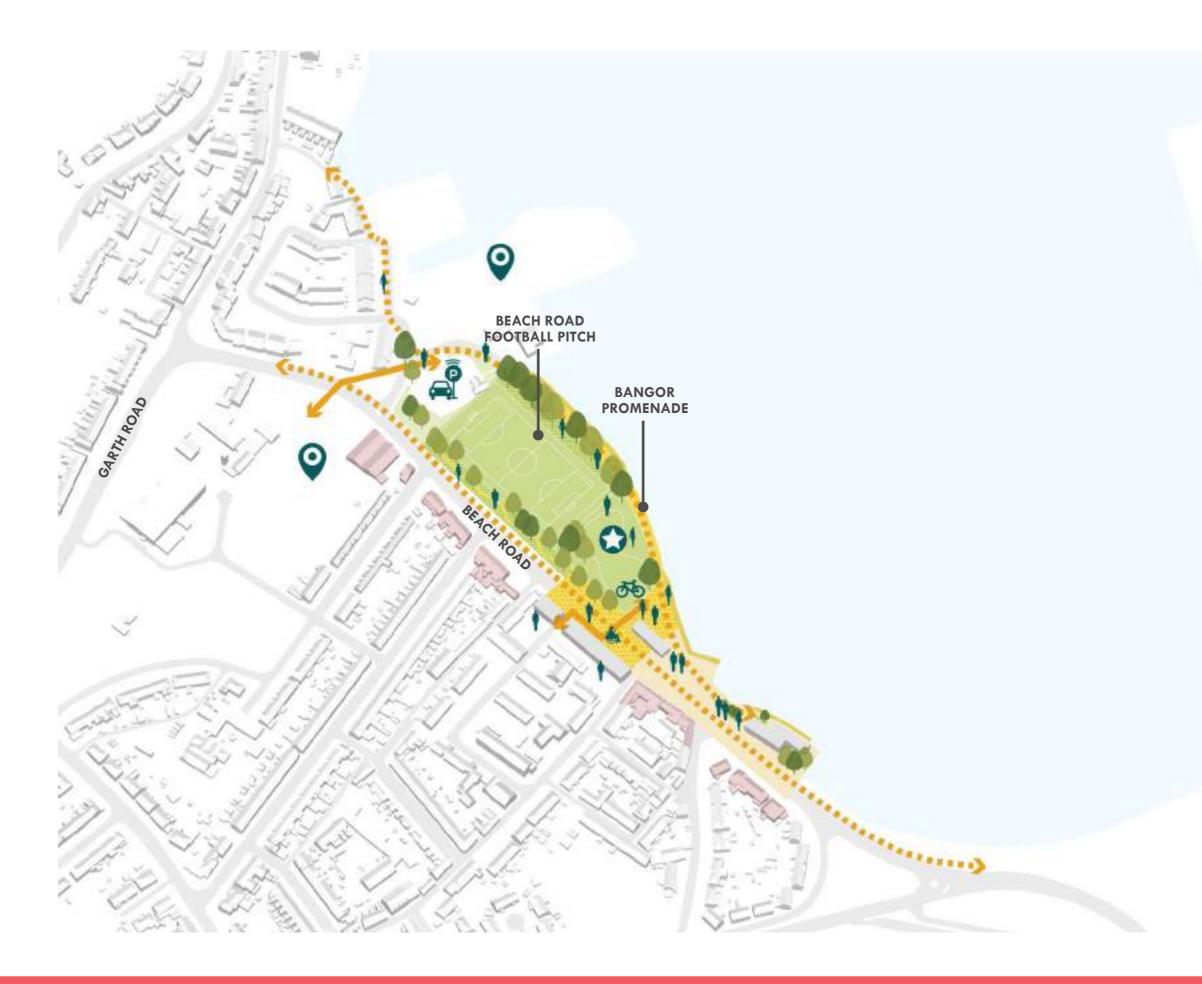














#### **Hirael Bay Waterfont**



Area of general public realm general improvements and new public realm

Area of significant public realm alterations/ key locations of designed public realm

> Indicative massing for development sites

Important Frontages & Opportunity for improved/activated frontages

Proposed greenspace and planting (incorporating raingardens where applicable/appropriate)

Cycle Infrastructure (parking/hire)

0 Potential development locations

Indicative location of destination play features

Car Parking

Key Pedestrian & Cycle Movement/ Connections

Key Pedestrian Movement/ Connections

## **4.4. Connected Bangor**

#### **Type of Project**

Movement

#### Site Description

The wider city area.

#### Land Ownership

Various but predominantly within the Gwynedd Council.

#### Concept

While the priority is the centre of the city, the long-term task is to improve the experience of moving through the wider city. A better pedestrian and cycle network, increasing city centre living and connecting the immediate city centre to the housing areas at the edge would all help Bangor realise its potential to be a key destination within North Wales. More information on the proposed strategies are set out below.

#### Next Steps

Carry out a further study of the links proposed in the plan opposite to confirm these would be the most convenient connections. Adopt these to form part of planning policy, to ensure these aspirations are clear when strategic decisions are made in the future.

#### Cycle strategy for the whole city of Bangor

The plan opposite proposes a future cycle network for the city centre. This builds on the existing routes but with extensive improvements together with the addition of a number of new routes. The general strategy is to create legible and well-connected continuous routes along the gentler south-west to northeast corridors. These will provide four parallel routes to the north-east of the railway-High Street, Deiniol Road, College Road and Siliwen Road/Holyhead Road.

Connectivity across the railway is achieved by a new bridge crossing to the west of the station. This will be a high-cost intervention but one that is essential if the principal residential areas of the city are to be connected to the centre by a route which will attract new people to cycle. It would be best achieved as part of a comprehensive development of land to the south of the station and the creation of an improved station arrival square.

Enabling two way cycling along the High Street will need careful study but experience has shown that contraflow cycling can operate safely even where space is limited. This cycle route would preferably be delivered as part of a more comprehensive scheme to reduce traffic on the High Street. Northeast of Dean Street the existing route through green space connects Deiniol Road and the sea front. These are linked by a number of cross-routes which serve to form a well-connected network:

- \* Along the sea front, which also provides routes to Garth, Maesgeirchen and the NCN along Afon Cegin
- \* Glynne Road
- \* An off-road route through College Gardens parallel to Lon Cariadon and linking to Garth Road
- \* Glanrafon and Glanrafon Hill via the Pontio crossing
- \* Convent Lane
- \* Station Road and Caernarfon Road
- \* Belmont Road to Holyhead Road

#### Pedestrian Strategy for Bangor city centre

The plan opposite proposes a future pedestrian network for the city centre. This builds on the routes along existing streets together with the addition of a number of new routes across open spaces and it is likely that some cycle routes proposed would be shared routes.

The general strategy is to create legible and well-connected continuous routes which create a web across the city centre from the station to the waterfront and from the Pier to Bangor Mountain.



#### **Connected Bangor**





Cycle route



Key pedestrian/ cycle crossing



Key destination

## 4.5. Bangor App

### Type of Project

Digital

#### Site Description

Whole city

#### **Land Ownership** N/A

#### Concept

Create an app for the people of Bangor which combines opportunities for work, social events, destinations and travel so that all information is accessible one place.. This platform would bring together a combination of news, social and community services and events, an integrated trip planning system or desk sharing and co-working opportunities across Bangor. The app would be equally useful to those living, working in and visiting Bangor and would help connect the city's cultural, education and employment sectors, along with potential improvements in public transport and multi-modal travel. The app would be based on data available currently from the different stakeholders and that might become available through improvements and integration of smart and wi-fi enabled sollutions.

#### Next Steps

Engage a suitably qualified consultant to carry out initial assessment of available data. Develop strategy for management of data across the city and its varying stakeholders. Develop feasibility for potential app development work for developing the app. Assess currently known available data to inform it.

## CYCHWYN BUSINES START-UP ARLOESEDD INNOVATION HYFFORDDIANT TRAINING DATA MAWR BIG DATA

## **AP BANGOR / BANGOR APP**



#### BANGOR CITY MASTERPLAN

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Wooldtintz
 Wooldtintz

So pleased to have our new street food market in Abarigor





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 S4 likes
 karenmac
 Day trip to Beaumaris - but first Garth Pier Nvictorian Effertyrice





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 I2 likes
 Jolo
 Gorgeous evening at the monthly film screenings in Abangor





Dean\_81 Locally produced artisan foods @bangorfarmersmarket #hesh



18 likes terrytu Afterschool playing at the wild play garden with my friends and only a hop, skip jump from home. <del>Anatural play</del>



18 likes benglaru Friends + Food + A View #bliss



michaelraynes Bangor



900

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#### 230 likes

michaelraynes Great trip with the children of Dur Lady's R C Primary School to the zoological museum #Dangor



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9 Q P

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#### 209 likes

harry41 Arrived for a conference @SangorUni great to use the new Wapphangor to help navigate and feel like a local

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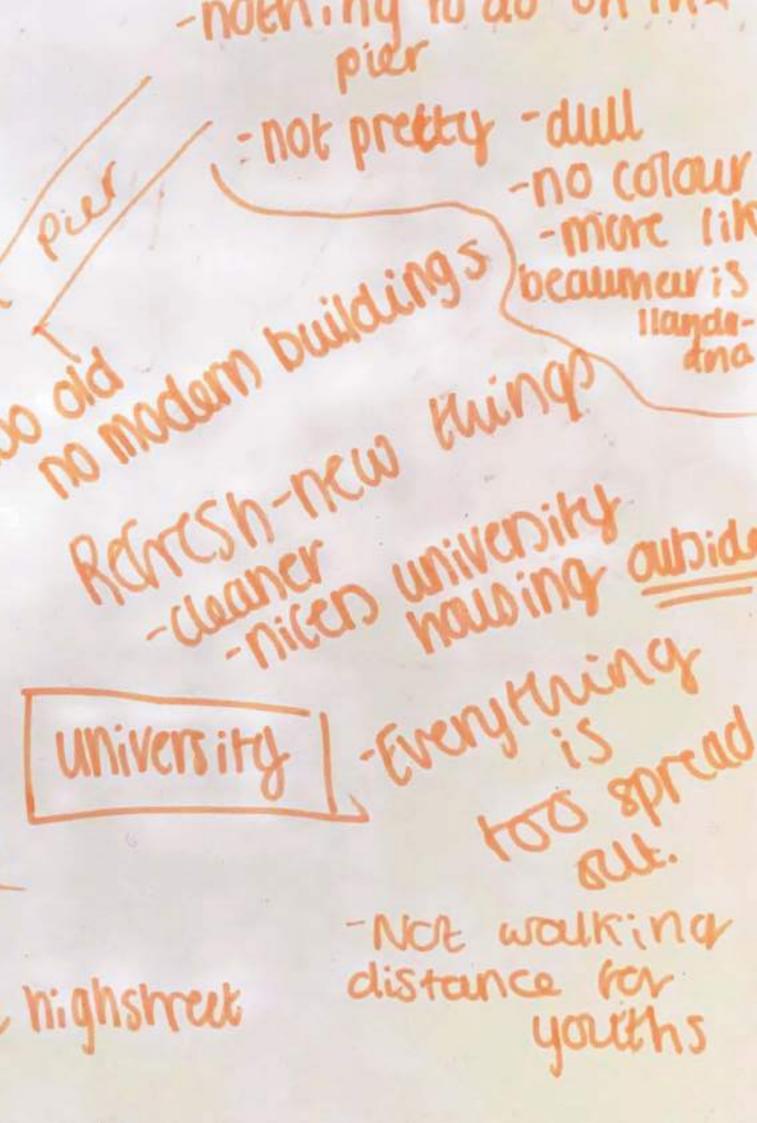
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- youths mostly stay near the highstreet

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University



## **5.0 Recommendations**

## 5.1. Recommendations

#### Nominate a Champion

This document sets out a vision for Bangor that was established in the Masterplanning Week, when a series of workshops was held with members of the community, alongside public drop-ins and visioning exercises established the priorities and aspirations for the City. These were later discussed and agreed with the Strategic Partnership and Gwynedd Council. It is therefore important that this vision is protected and championed by a suitable person or group of people, who understand the local issues and feel strongly about bringing about the changes set out in this document.

Having someone to promote the vision and ensure that this is considered in all strategic and local decisions in the area, can mean the difference in achieving it.

#### Seize Opportunities

Some of the projects set out in this document are simple and would not require a lot of funding to enact change, whilst others are more transformative and would require more investment. For these reasons it is important for both Gwynedd Council and local groups and landowners to be innovative, creative and entrepreneurial in funding projects. It is important that collaborative working between the different sectors is carried out from the outset to allow them to leverage funding from the widest possible pool of opportunities. It is also important to embrace the changes that development brings and leverage these benefits to help deliver the sort of City and residents would want to see.

By working together and adhering to the vision set out in the document, it is possible to achieve all of these aspirations and create framework for co-operation in the future.

#### **Raise the Bar**

The projects set out in this document aim to raise the level and quality of public realm and development projects in the city. Whilst land values and in the region are generally low, this doesn't mean that good design isn't possible. This document should serve as another reminder that the aspirations for high quality design set out in planning policy is also supported by the local residents in how they wish to see the centre of Bangor.

#### **Continue to be Participatory**

The vision and projects set out in this document reflect the aspirations and concerns of the local people as they were discussed in a series of sessions during the Masterplanning Week. It was clear how this opportunity to express and be heard was important for the community and the level of support for the schemes reflected that. It is therefore important that going forward, regular communication is established with the community and that they are engaged in any new schemes or proposals coming forward that could help deliver this vision.

#### **Prepare for Pandemics**

The Covid-19 pandemic has shown that we need to shift our approach to designing a more flexible urban environment to allow people to move around safely and to meet their needs. The city centre retail situation is unlikely to change and possibly will decline. Therefore, the review of the Local Plan should consider how to enhance the vitality of new city centre activities including the re-purposing of shopping centres and shops for homes, education, medical uses, independent shops, workshops and businesses. Increasing housing is fundamental to keeping the city centre economically viable and to reduce the carbon footprint. The city should be prepared, in case the need arises again, to introduce social distancing easily by designing streets and spaces so that they can be reclaimed for walking, cycling and queuing.



Artist's Impression of view to Pontio and Arts Building from Memorial Square

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