






SLIGO WINE STREET CAR PARK MASTERPLAN

Masterplan Report



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1.0. INTRODUCTION

1.1. Background

1.2. Approach

1.3. Project brief

1.1. BACKGROUND

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This Masterplan Report sets out the masterplan brief, site history and analysis, consultation and design processes that have led to the selection of a preferred masterplan option for the Wine Street Car Park in Sligo. The masterplan illustrates the preferred layout, considers land ownership issues and sets clear preferred areas for different land uses.

The masterplan illustrates how a viable development could come forward, whilst creating a high quality environment to unlock the site's potential, and delivering complementary services that Sligo needs. The document contains a number of illustrations and diagrams which indicate the overall, and site specific, design principles that should be applied, although these are not intended to indicate the specific layout and form of development, which would be determined through individual planning applications

BACKGROUND

Sligo is a town located in the North West of Ireland with a population of approx. 20,000, while the surrounding catchment area and villages have a combined population of circa 100,000. Geographically, Sligo is of regional significance as the largest town in north west of the country. In the immediate catchment area there are no other towns of comparable size, as Sligo is surrounded by smaller villages. Sligo town centre is comprised of a number of large urban blocks, including the Wine Street Car Park which is located centrally in Sligo on the western side of the Garavogue River.

In 1999, the "Centre Block Masterplan" was formulated by the National Building Agency and was adopted through the current Sligo and Environs Development Plan. It established a set of principles to govern the future development of the area, and aimed to create a

framework for developers, traders and retailers in relation to land use, design and other planning considerations. Key components of the 1999 masterplan were the removal of existing shops on the northern and southern side of the car park; new large scale retail development; a new Multi Storey Car Park (MSCP); and a large urban square.

Since the masterplan was established in 1999, several developments have been permitted by the planning authority in compliance with the masterplan, however only one such permission has been implemented to date: Johnston's Court which opened in 2007 and comprises 28 retail units and residential units above.

A significant time has elapsed since the masterplan was partly implemented, therefore it was considered necessary by Sligo County Council (SCC) to review and update the masterplan.



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1.2. APPROACH

Our approach to providing a new Wine Street Car Park Masterplan has been to gain an in depth understanding of what Sligo needs, so that uses, spaces and connections can be efficiently and effectively provided.

The approach can be summarised as follows:

- Site analysis
- Individual meetings with landowners and stakeholders
- Engagement with the public
- Development of options
- Distillation to a preferred approach
- Further discussions with landowners and stakeholders
- Masterplan development
- Engagement with the public on the preferred approach
- Draft report
- Final report

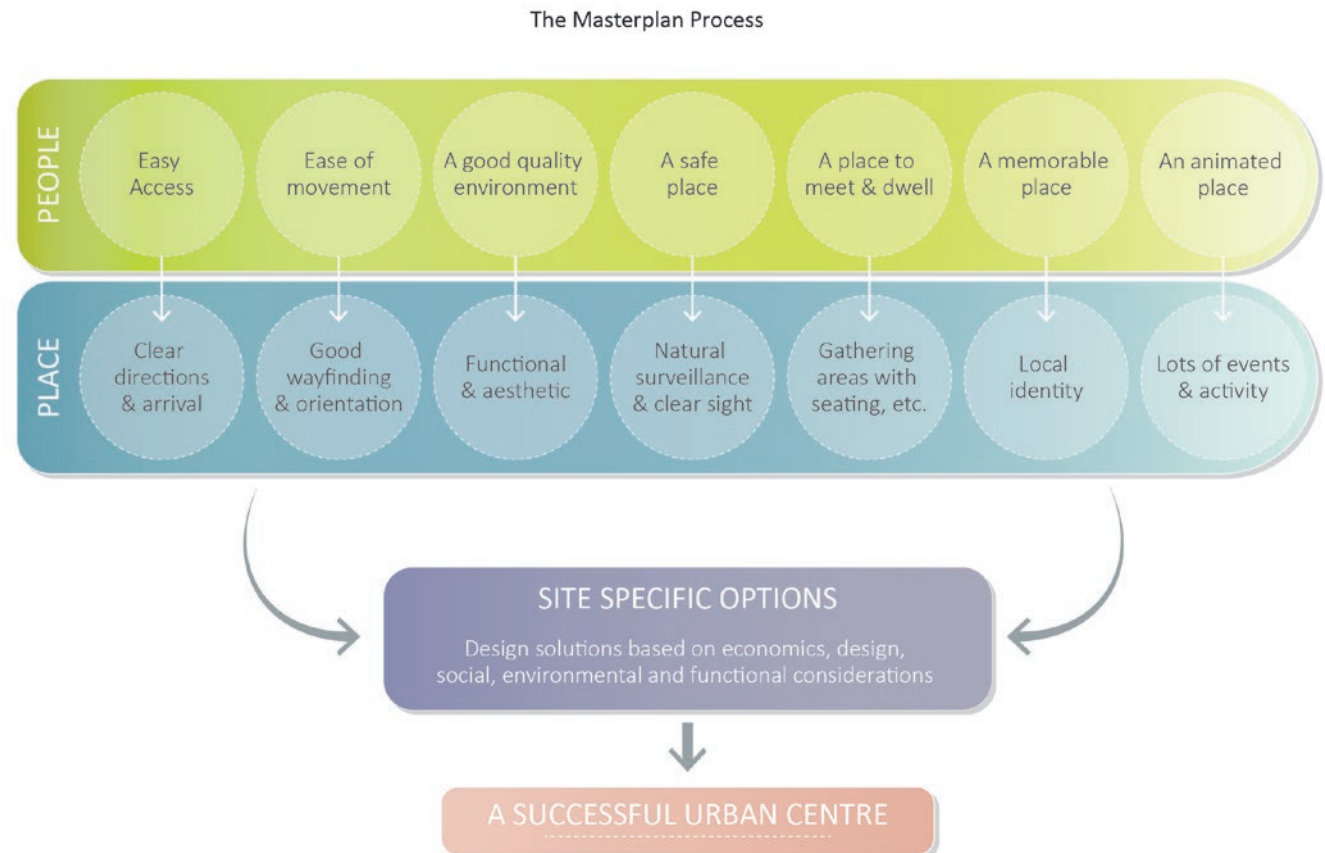
This process has helped to identify significant opportunities for enhancement in and around the car park.

It has been important from the offset of the design process to understand the main considerations of importance for the site, including land ownership, potential uses and parking supply. The responses from engagement are summarised in section 2.4

The approach to the masterplanning exercise has been to ensure that the outcome benefits all parties in the interests

of the town as a whole, providing a complementary urban area for businesses, residents and visitors to enjoy. It is of critical importance to provide a masterplan that directly responds to the needs of those who make everyday use of the town centre. The masterplan's success hinges on active use and engagement with the proposed streets and spaces.

The diagram below outlines the careful consideration of 'people' and 'place' elements required to create a successful urban centre. Only after considering such elements are site specific options developed to address all relevant economic, design, social, environmental and functional considerations.



1.3. PROJECT BRIEF

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Our brief was to review the existing 1999 Centre Block Masterplan and understand how it has been implemented to date, and then prepare a new masterplan that contributes to the formation of a vibrant destination with a mix of commercial and residential uses, that complements the existing commercial core of Sligo.

The new masterplan was required to include clear guidance for the future redevelopment of the car park and incorporate a layout that considers all opportunities for all stakeholders, in the interest of the future of the town as a whole. Extensive consultation with landowners, existing traders, elected members and the public was required to feed into the development of the new Masterplan.

The new Masterplan was required to meet seven main aims. The Masterplan should:

1. Provide a vision for the transformation of the Centre Block into a vibrant urban quarter providing a range of exciting commercial and residential experiences. The vision should encompass the need for the new urban area to enhance the overall attractiveness of Sligo City Centre as a shopping and holiday destination.
2. Outline a set of clear planning and urban design principles that should be adhered to in achieving the Masterplan vision.
3. Provide guidance on the appropriate quantum of each land use in the Centre Block, with defined provisions for retail, office, residential, community facilities and open spaces.
4. Identify and provide for access, servicing and parking facilities to support the redeveloped Centre Block and surrounding town centre.
5. Allow for the creation of a high quality, integrated network of new urban spaces, helping to connect the Block with the town centre.
6. Incorporate the findings of stakeholder engagement and public consultation.
7. Provide a deliverable and viable implementation strategy, with identification of strategic actions for SCC to undertake to ensure successful delivery of the Masterplan.



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2.0. ANALYSIS

2.1. Existing Site area

2.2. Context

2.3. Site conclusions

2.4. Public and Stakeholder Engagement

2.5. Vision and Scheme Objectives

2.1. EXISTING SITE AREA

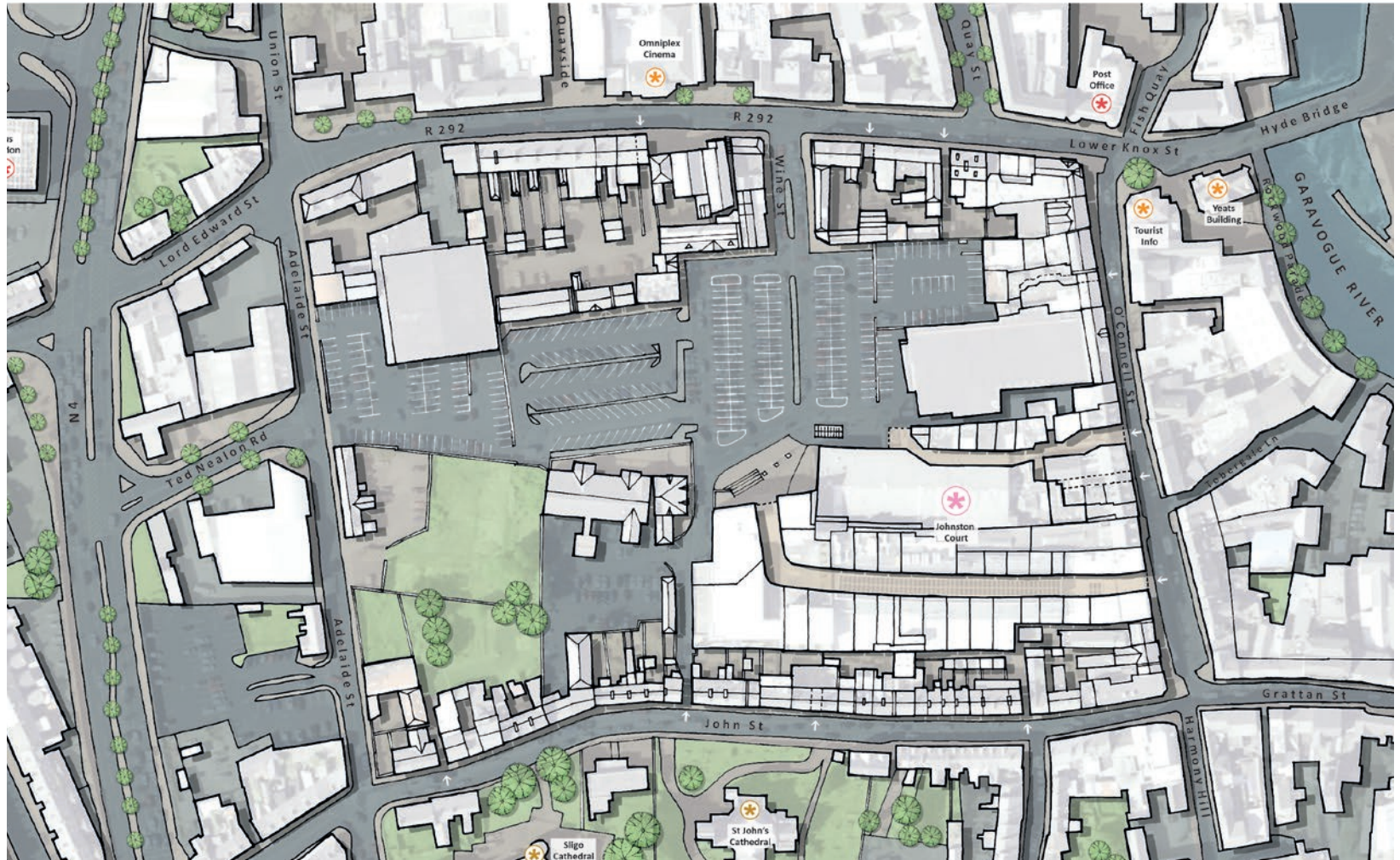
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The internal area of this rectangular urban block is approximately 2.5 Hectares and contained along the majority of the perimeter by built form, much of which has heritage and historic value.

The site is bounded by four main roads: Wine Street (the R292), O'Connell Street, John Street and Adelaide Street from north to west respectively.

The site is surrounded by numerous significant buildings of local importance providing key services including the Omniplex Cinema and Post Office to the north, St John's Cathedral and Sligo Cathedral to the south, and the bus station to the west. In terms of significant environmental features, the Garavogue River is located nearby to the east of the site.

The current car park is split with different vehicular entry points from Adelaide Street and Wine Street, and an exit onto John Street. There is no vehicular access from Adelaide Street to the councils car park.



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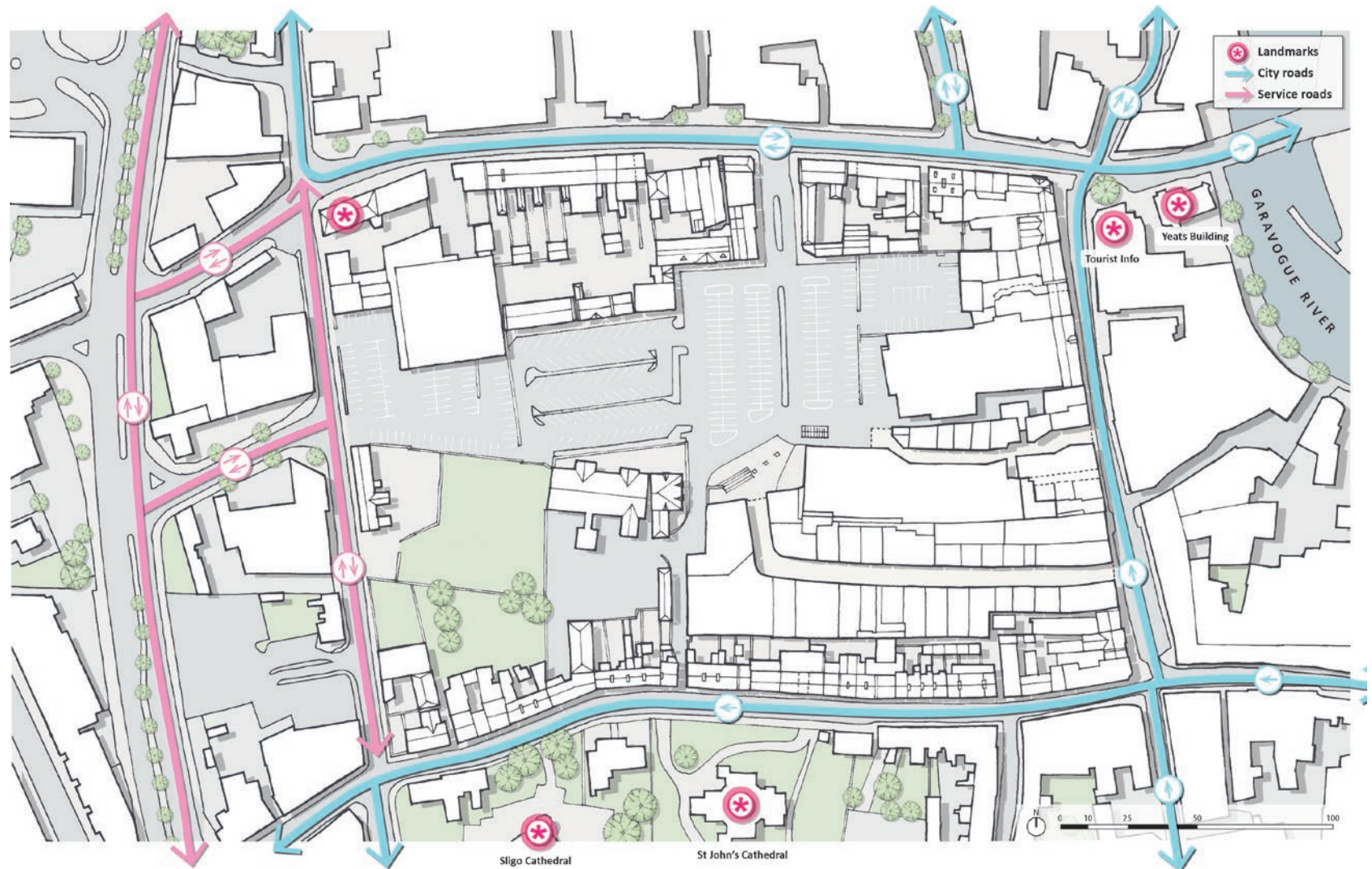
2.2. CONTEXT

Urban context

The Wine Street car park site is bounded by four roads, three of which are attractive streets and contribute to the overall character of the town.

Wine street currently provides a primary access to the town centre, O'Connell Street acts as a main retail street and John Street is quieter with smaller businesses residential properties.

The western edge of the site is bounded by a series of service roads which are characterised by a mix of uses including light industry and generally lack urban form. The N4 Inner Relief Road is a dominant vehicle route and generally an uncomfortable environment for pedestrians and cyclists.

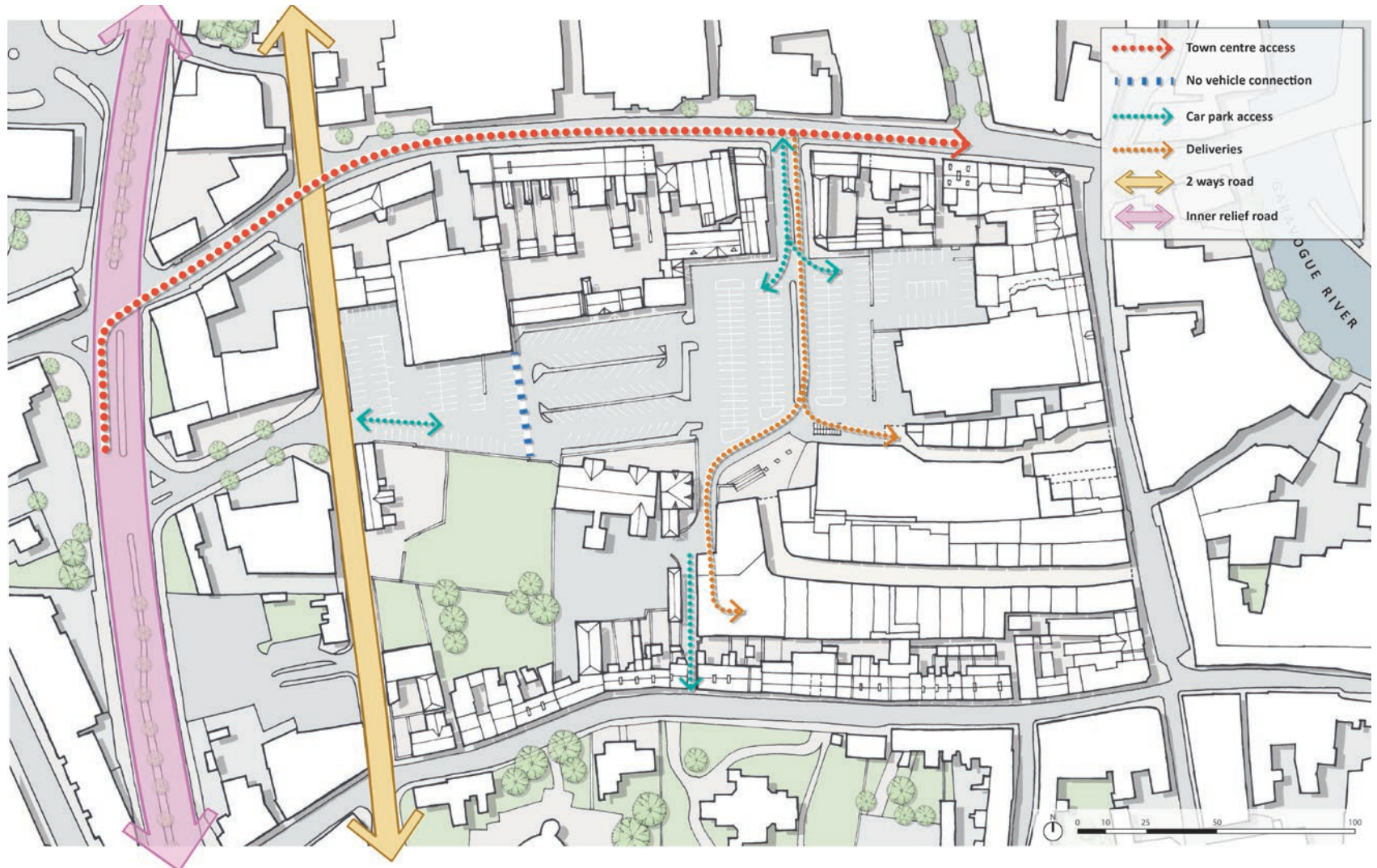


Vehicular Access

The site has good existing access routes with the majority of vehicles arriving from the N4, inner relief road, that connects the site to wider Sligo and nearby towns, including Drumcliff and Grange, and Ballysadare and Collooney to the north and south respectively.

Most vehicles access the site via Wine Street which provides a direct link from the site to the wider town centre, and connects to the Hyde Bridge over the Garavogue River. The site currently incorporates access routes for delivery vehicles, taxis, and cars.

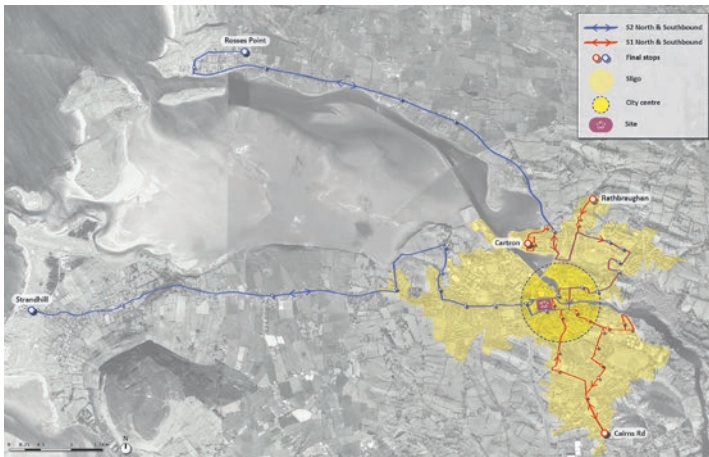
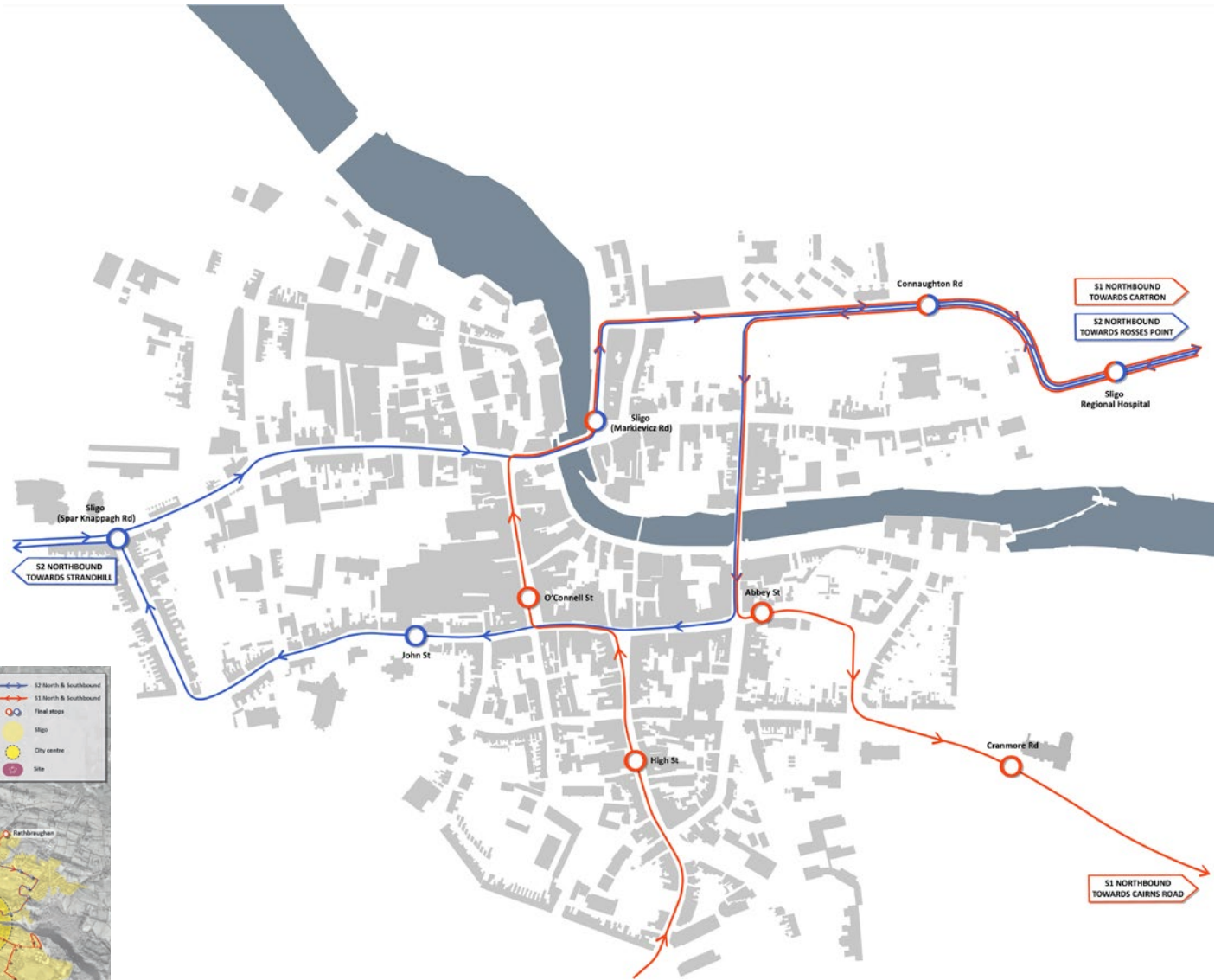
There is also a direct access from the N4 to the western portion of the carpark via Ted Nealon Rd.



Bus Routes

There are two bus routes that directly service the Wine Street Car Park site: the S1 towards Cartron and Cairns Road, and the S2 towards Strandhill and Rosses Point. There are two bus stops located on the edge of the urban block; one on O'Connell Street and the other on John Street.

The new masterplan must aim to encourage people to use public transport by providing bus stops in close proximity. It should also prioritise sustainable transport and active travel modes such as walking and cycling.



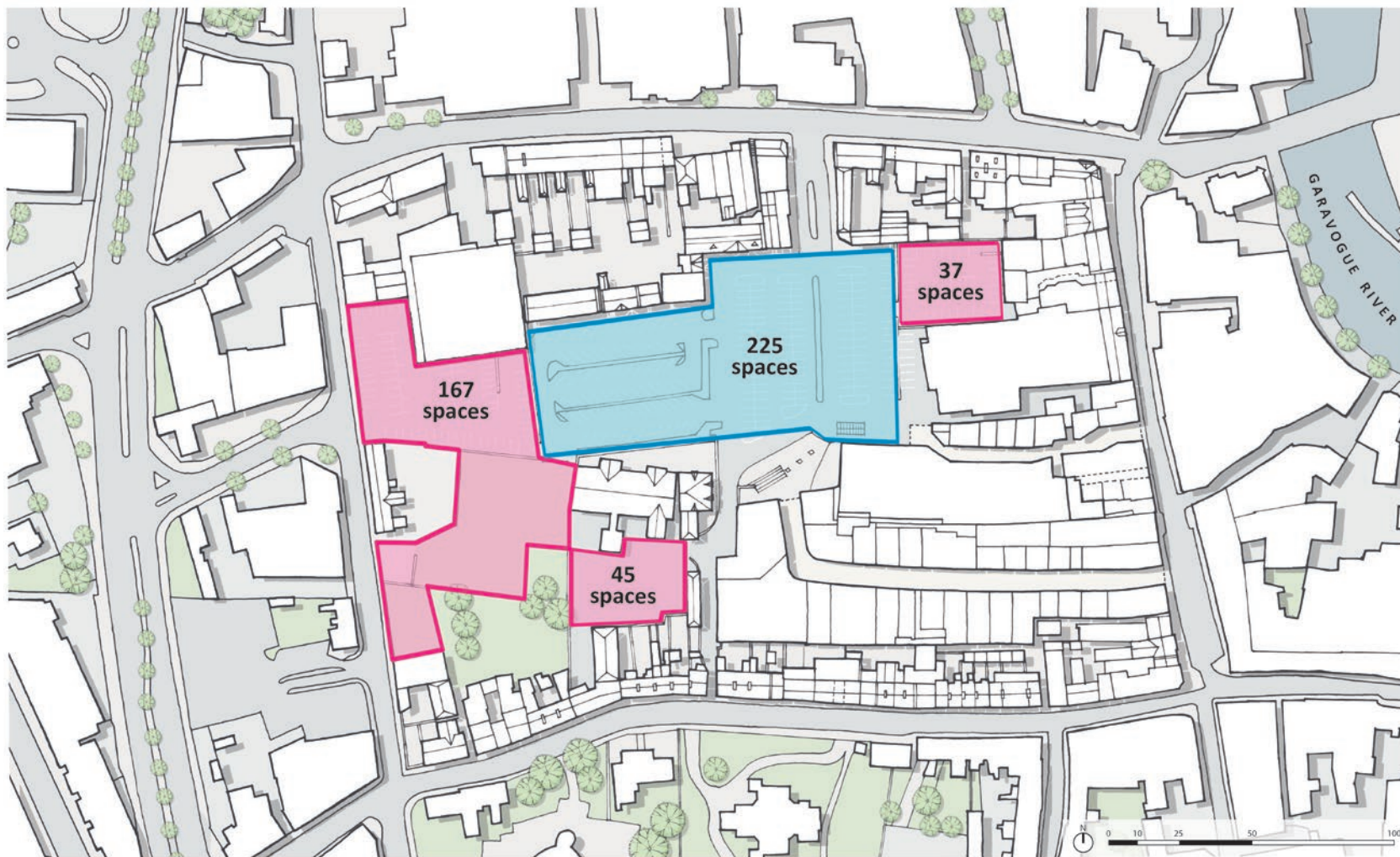
Wine Street Car Parking

There is a mix of car parking facilities within the block - both public and private.

The blue car parking space is pay and display for public use and is owned by SCC.

The car parks highlighted in red are privately owned. The 167 spaces (80 existing and a further 87 permitted) to the west are owned by Dunnes Stores and for use by their customers, the 45 spaces to the south are private and leased out on a long term basis, and the 37 spaces to the east are owned privately and leased by TESCO.

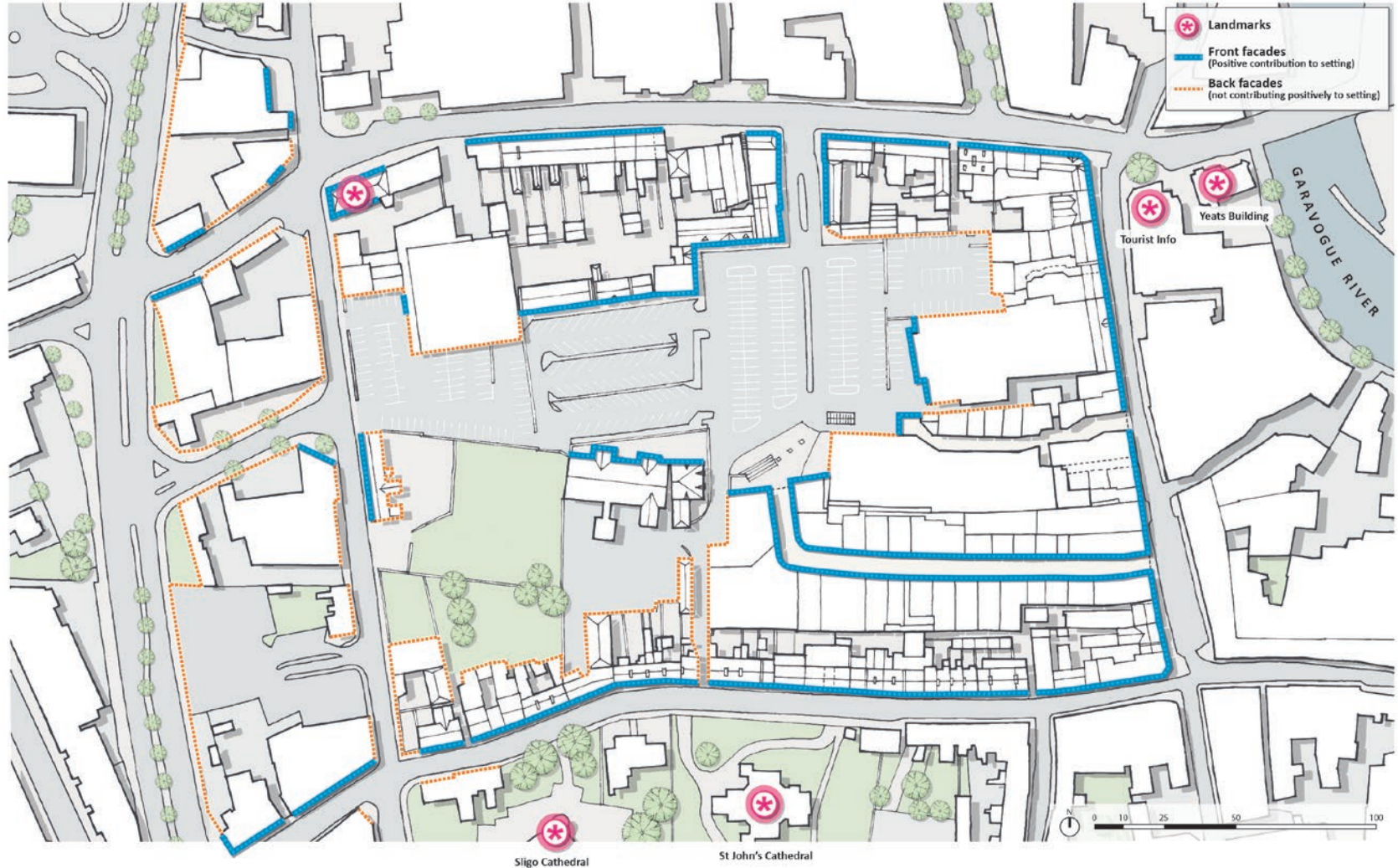
Recent upgrades to the public car park has improved the area but it remains an eclectic mix of parcels of land and spaces dominated by cars with few clear designated routes for pedestrians.



Backs and fronts of buildings

The majority of buildings along the outer perimeter of the urban block, with exception of the western edge, have continuous positive active frontages that provide urban form and character.

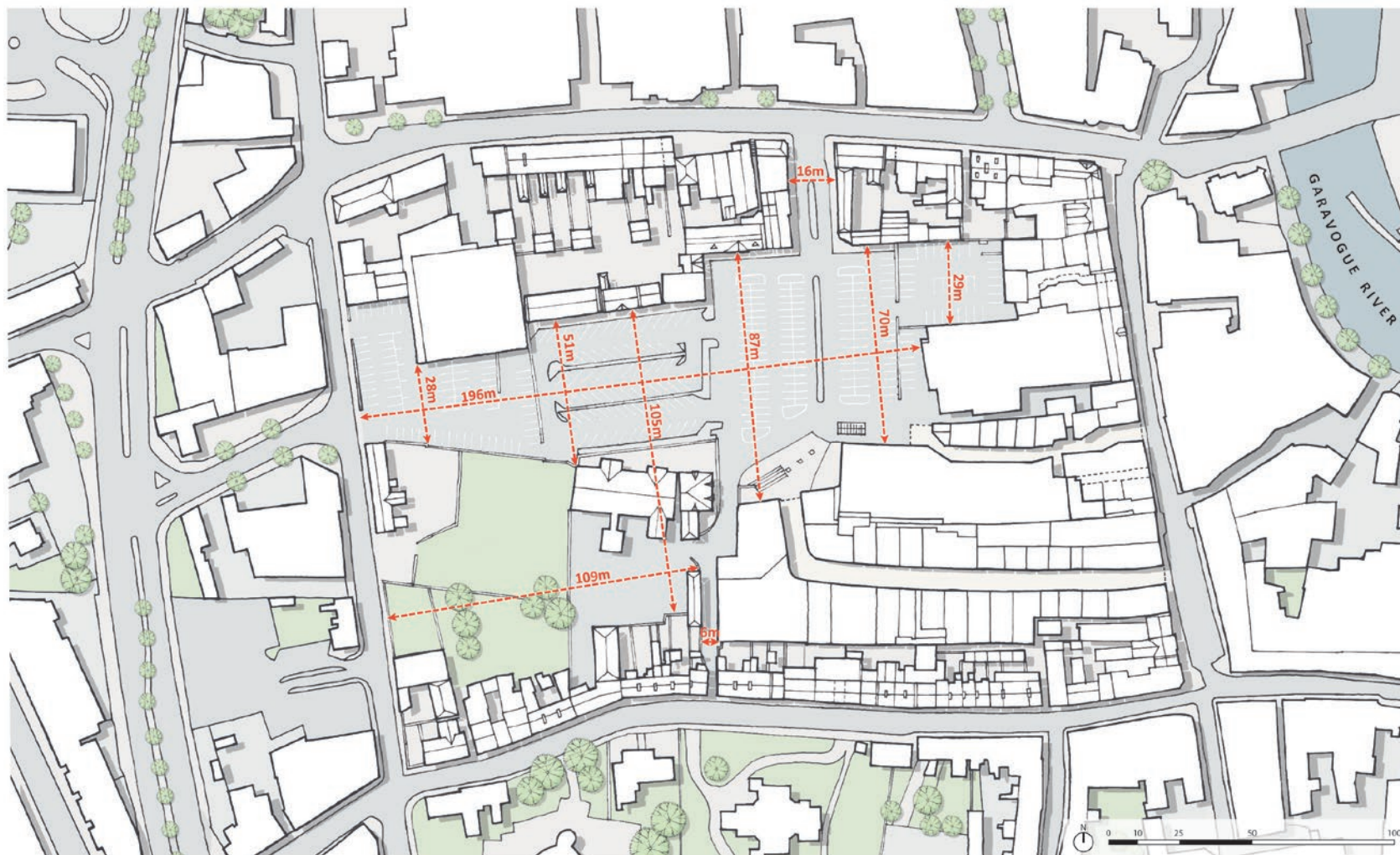
Within the block there are a mix of fronts and backs of buildings facing onto the central car park, which as a whole do not contribute positively to the setting within the town centre. It will be important for the new masterplan to consider how this may be improved, with more active, positive frontages both within and to the west of the site.



Spatial dimensions

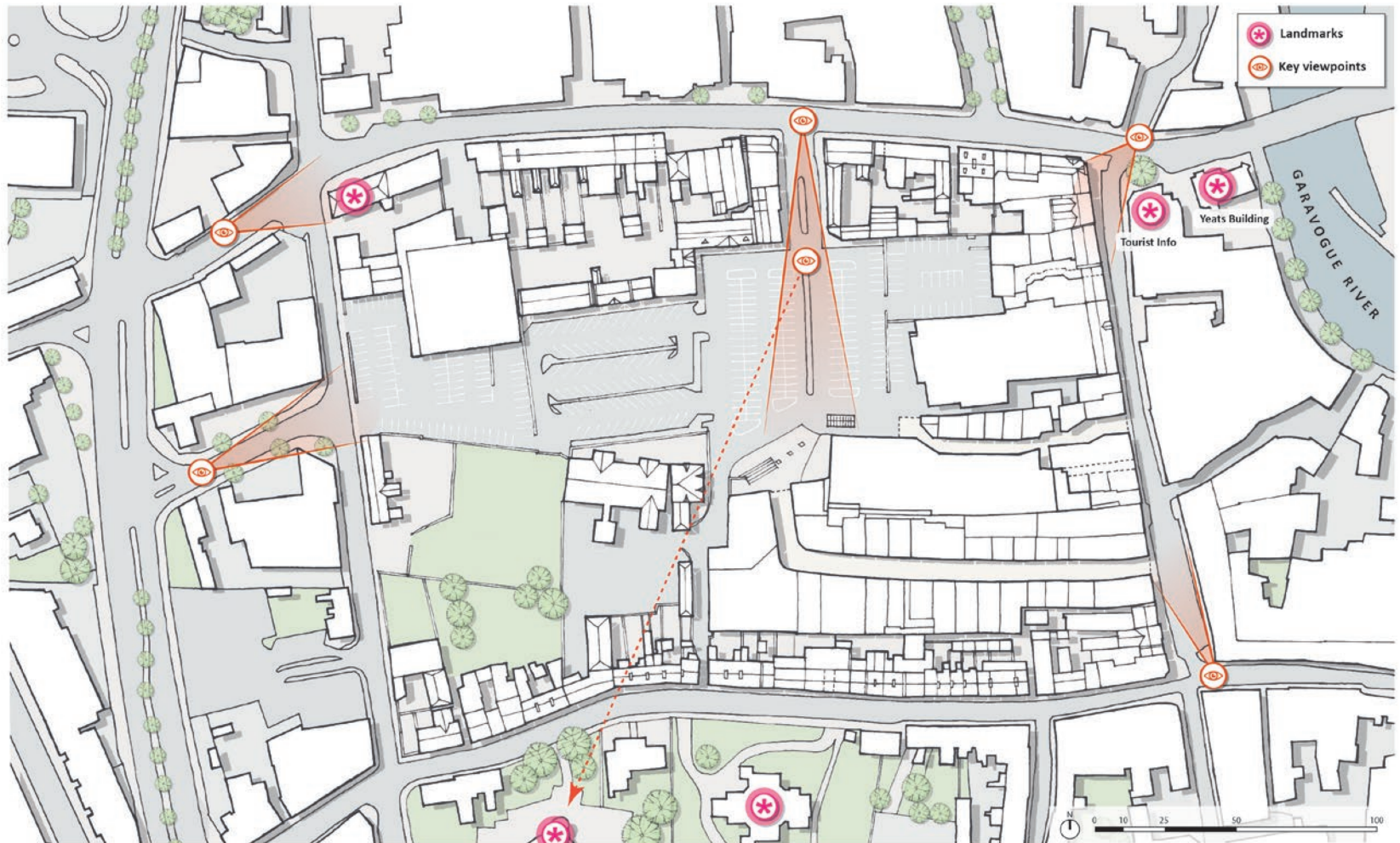
The existing dimensions within the block have been analysed to understand the scale and extent of intervention that may be proposed here. It is clear that space provision is highly constrained due to the existing ad hoc arrangement of both internal facing buildings and backs of properties.

Due to the available space, retaining all of the existing buildings in a new masterplan scheme would compromise the setting and efficiency of any new buildings and places. This will be a key consideration for the masterplan in determining new opportunities.



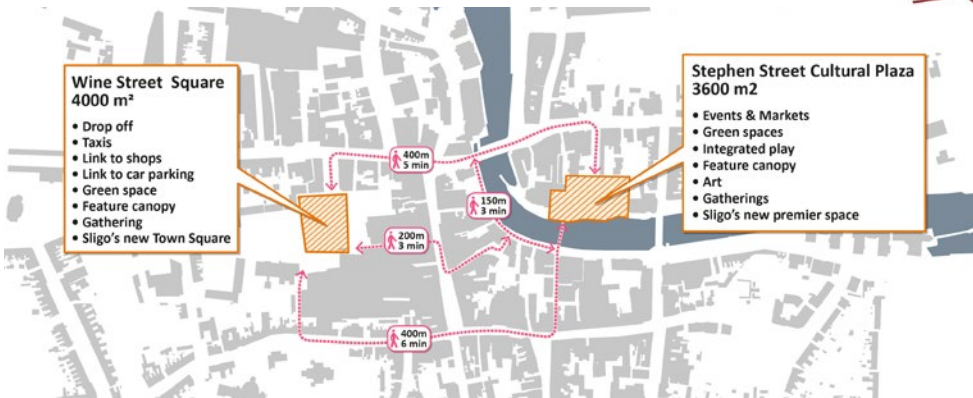
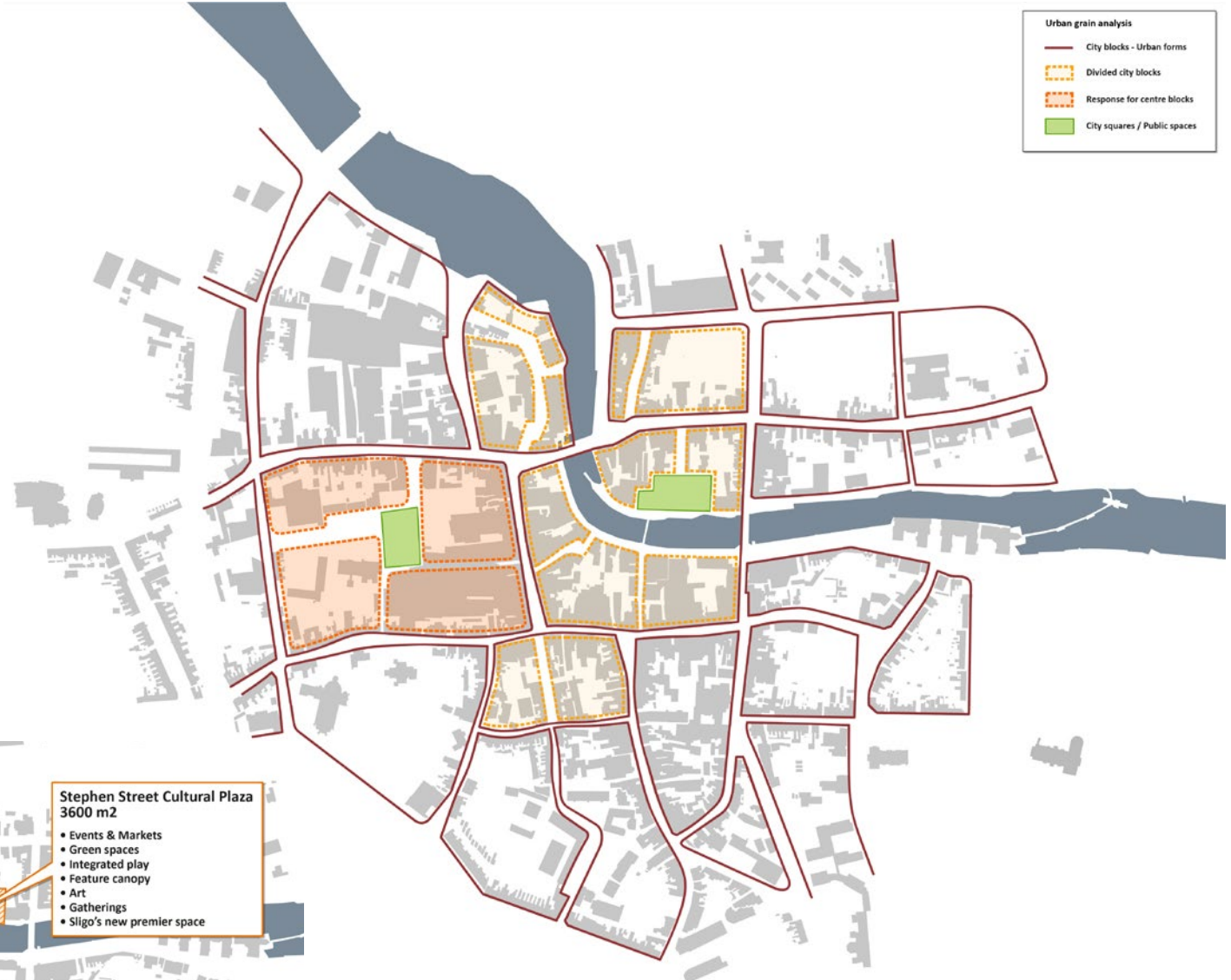
Views and landmarks

Key views and significant landmark buildings have been identified within and surrounding the site. One of the most significant views for the masterplan to consider is from the public car park towards Sligo Cathedral, as the Cathedral is of local cultural and heritage significance. The masterplan will need to factor in preservation and enhancement of such views. Views from the four surrounding roads into the site will also be of importance to retain and enhance where possible. There are a number of significant historic and cultural assets that should be respected and showcased in a new masterplan.



Urban Grain

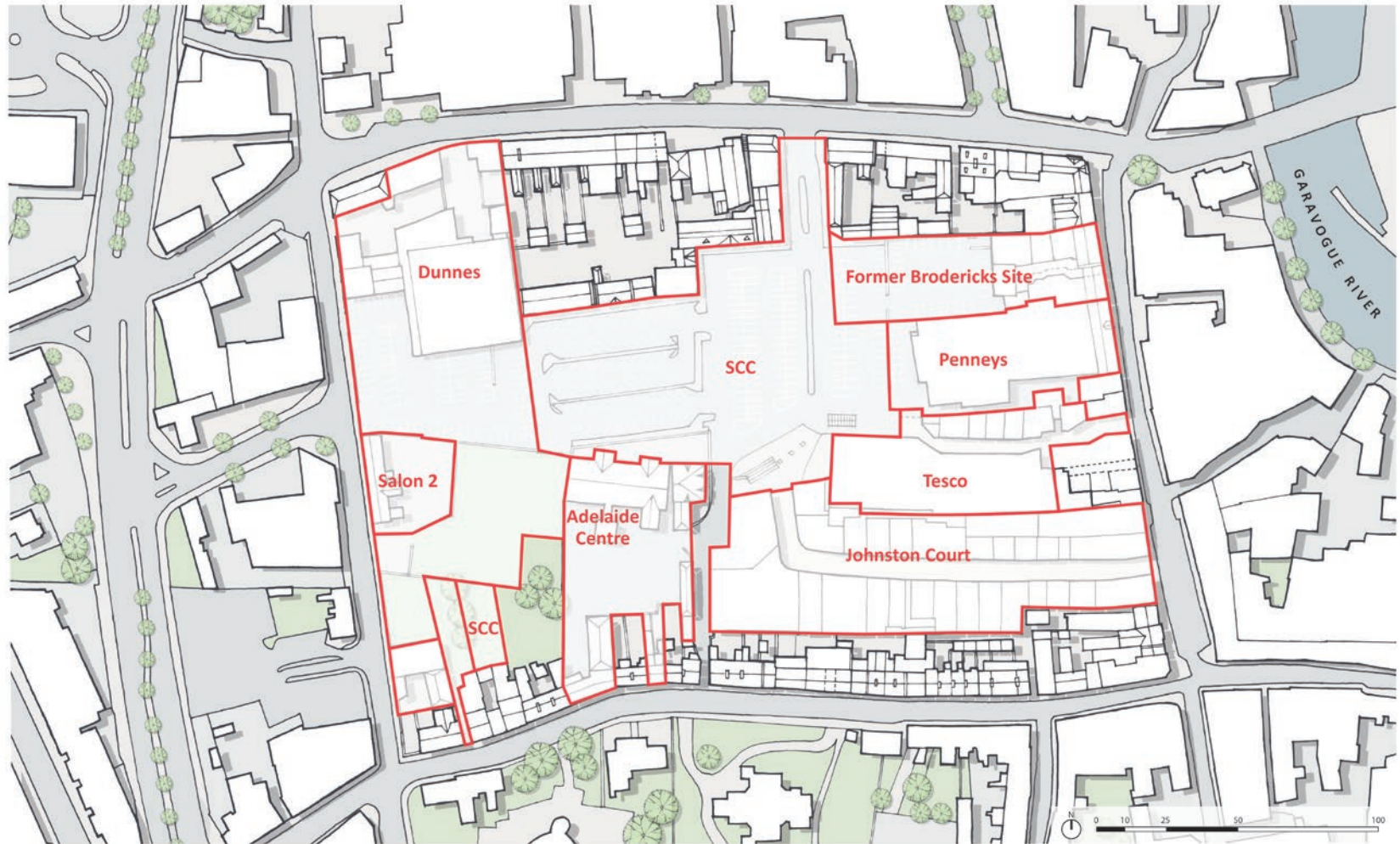
It is clear that much of Sligo is divided into urban blocks. A new public space is to be created in Stephen Steet car park and if a similar sized space could be created within the Wine Street car park site it would assist in linking up, balancing and complementing the public space network within the town centre. The Wine Street car park urban block naturally splits into four smaller blocks with the current undefined open space to the centre taken up by car parking. Through new built form, a space could be defined which will help form a sense of place, identity and character and facilitate the integration of public spaces across the town centre.



Indicative Land Ownership

The Centre Block is characterised by complex land ownership boundaries. There are a number of different landowners to be considered in setting a new plan for the area, and each landowner has been consulted to ensure that their aspirations are considered from the outset.

Given the varying parcels of land, the masterplan must demonstrate the limitations in working within these legal boundaries and show the potential if landowners worked together for greater benefit individually and for the town as a whole.



2.3. SITE CONCLUSIONS

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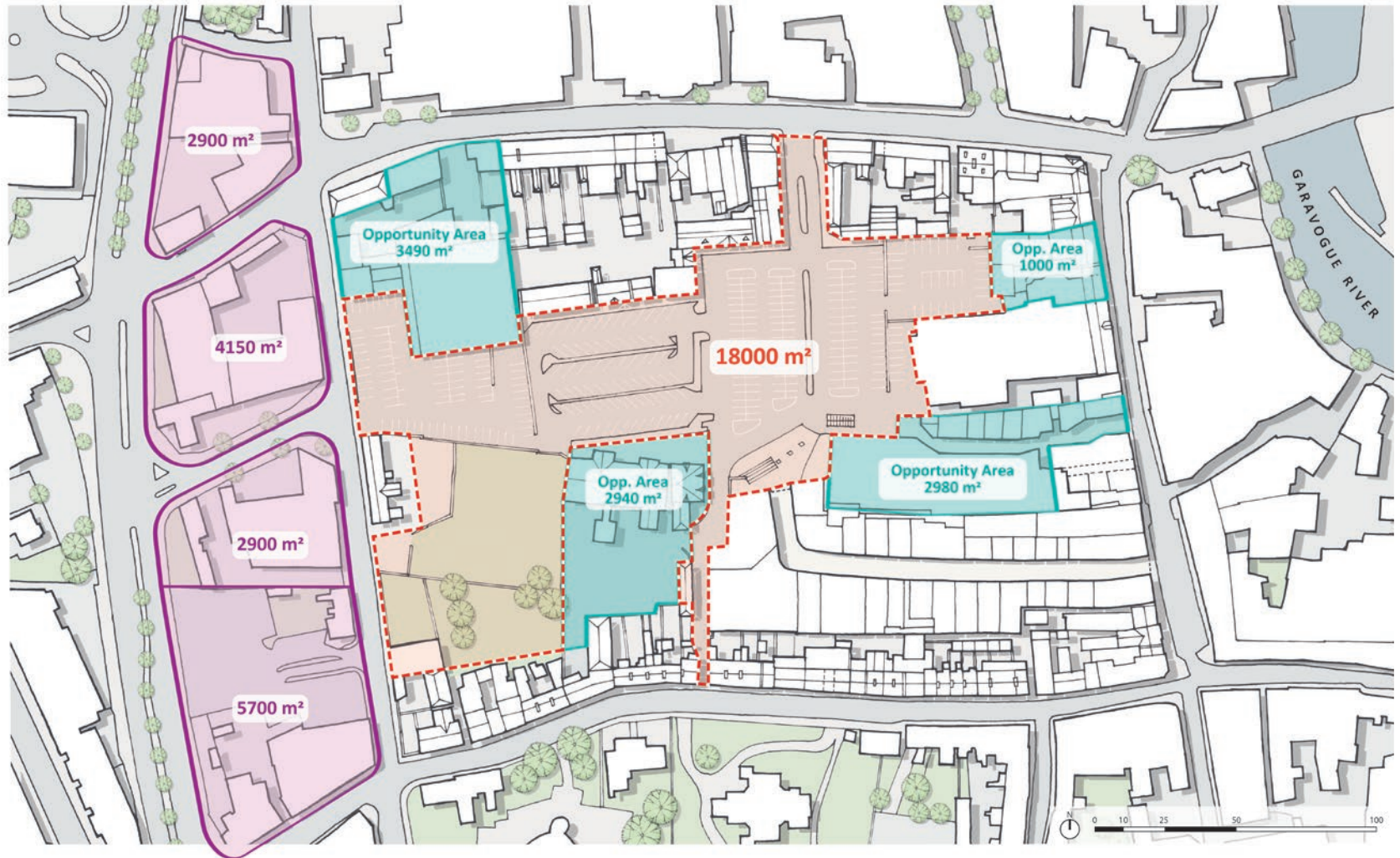
Setting aside land ownership and considering existing spaces and buildings, there is a great opportunity for redevelopment of this site as a whole.

The current open car park is the largest space at 18,000m². Given its irregular shape, redevelopment of this will require adjacent plots to ensure the most effective development opportunities are determined.

The blue plots are all existing buildings and brownfield sites which offer an opportunity for betterment or redevelopment.

The purple plots are outside the masterplan boundary but their potential in the future should be considered in developing a masterplan.

All of these plots have the potential to provide improved links and connectivity to the wider town centre.



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2.4. PUBLIC AND STAKEHOLDER ENGAGEMENT

Alongside a comprehensive site analysis, an extensive engagement process has been undertaken for the new Wine Street Car Park Masterplan.

The initial fact-finding engagement process comprised of a number of stakeholder and public meetings that took place in January 2020 where all the main landowners were consulted along with council departments, other key stakeholders and invited members of the public.

In October / November 2020, a series of group meetings and a public webinar were conducted to test the emerging ideas and approach to the masterplan.

This consultation has formed a critical part of the design process, with comments from landowners, business owners and the public helping to shape the design development of the masterplan.

One of the main conclusions of site analysis and consultation was that the Wine Street Car Park and Sligo in general, already possesses sufficient retail, and new exciting uses should be explored that contribute to Sligo's commercial core. Introducing residential into the town centre was also considered to be an important part of activating Sligo.

The main topics discussed and brought up by attendees at the consultation events can be summarised under the following headings:

Car Parking in the Centre Block

- Provision of car parking here is key to the area's vitality
- Existing car parking provision is insufficient, although serves supermarket and wider town centre shoppers, and town centre visitors
- The existing car park is located on a key site that could be better utilised for something else. Can the car park be densified (MSCP) or relocated underground?

Car Parking in Sligo

- Sligo benefits from a very large parking provision overall – 4000 spaces in total - although parking is not well connected
- Could peripheral parking help provide sufficient spaces and alleviate space in the Centre Block for trees and greenery?

Town centre attractiveness and variety of uses

- Sligo already has sufficient retail uses, although there is not much else to attract visitors to the town centre
- The town centre is not considered appealing to teenagers and young families. Can more uses and activities be brought in to address this?
- Could the centre be better defined by green spaces or gardens?
- Can residential uses be brought in so that more people live in the town centre? This would help

animate and liven up the area.

Sligo as a tourist destination

- What would help attract more tourists to Sligo – archaeological features, W.B. Yeats, history?

Public transport

- Trains and buses are infrequent and not well integrated
- There is insufficient shelter for those waiting for buses to arrive
- Enhanced public transport provision would help attract people in from surrounding towns and hinterlands

Planting and green infrastructure

- The Centre Block used to have a lot of greenery, would decreasing car parking spaces allow for more trees to be planted in the area?
- Would a MSCP free up land for provision of more green spaces?

Sustainability

- Can the Masterplan be carbon neutral? Increased green space is required in literal terms, but solutions should broadly be green in general terms

Legislation and financial incentives

- How will the masterplan be financed? Are there any legislative or financial incentives in place?

2.5. VISION AND SCHEME OBJECTIVES

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From the site analysis and public and stakeholder engagement, the key considerations for the site to address in the new masterplan have been carefully considered, and the vision for the masterplan has been defined. The vision is as follows:

“Sligo Wine Street Car Park needs a comprehensive masterplan which can be delivered in phases, over time, with the cooperation of the main landowners. This should include flexible uses, flagship stores, a multi storey car park, residential and new connected public space.”

Stemming from the vision, a series of scheme objectives have been established for the masterplan to achieve. The following overarching objectives must be achieved in order to deliver the vision for the Wine Street Car Park.



Objective 1: Defining built form

To integrate new buildings which are flexible, adaptable and complement the existing built form, helping to define new identifiable spaces within the town centre.



Objective 2: Placemaking & Identity

To create a new, well integrated public space of landmark quality, which helps to connect public spaces across the town centre and create a defined character and identity for this new quarter of Sligo.



Objective 3: Integrated Parking Scheme

To create a well integrated and joined up parking strategy for Sligo through provision of a MSCP at Wine Street, to help make land currently used for parking available for other attractive uses.



Objective 4: Transport & Connections

To provide enhanced linkages and easy access to and from the Wine Street Car Park and wider town centre, and encourage the use of sustainable transport modes, pedestrian routes and active travel.



Objective 5: Function & Mix of Uses

To increase and diversify the mix of land uses in order to provide a varied, attractive and animated town centre with mixed use, flexible new development incorporated throughout.



Objective 6: Sustainability & Greening

To incorporate significant greenery and green spaces to provide a biodiverse, sustainable town centre, which is appealing and varied with a sense of connection to the natural environment.

3.0 APPROACH

3.1. Strategic layout

3.2. Option development

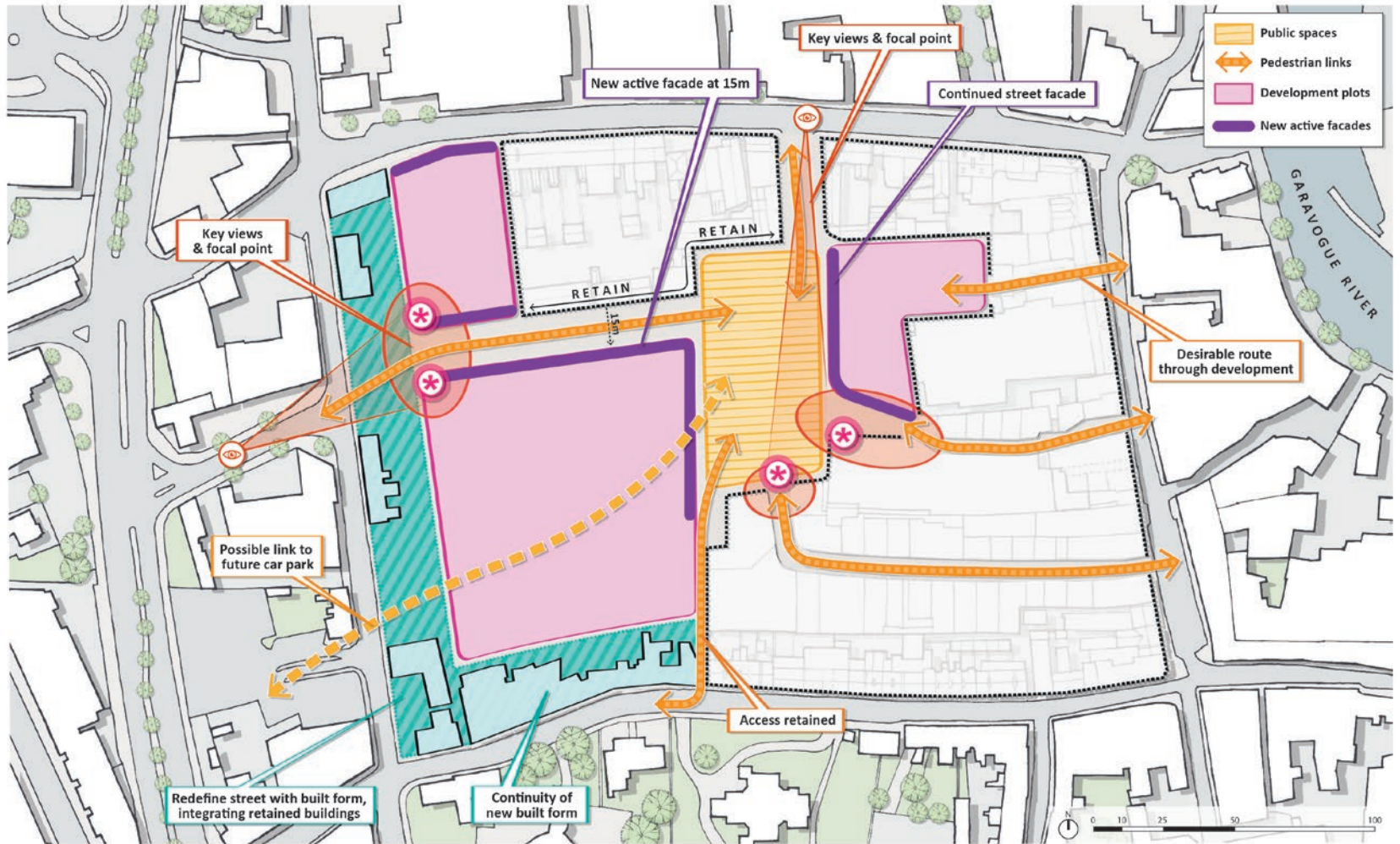
3.3. Preferred option by plot

3.1. STRATEGIC LAYOUT

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From the site analysis undertaken and opportunities identified, an outline plan was prepared to indicate how the site would ideally respond to the different site characteristics and constraints that have been identified.

The preferred approach incorporates a central main public space with a new vehicular route and several pedestrian access routes leading towards this space, and redevelopment of three plots of land to provide for interesting new mixed uses and active frontages onto the new public space and active street.



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3.2. OPTION DEVELOPMENT

As part of the masterplan process, many options were considered and tested against the aspirations, vision and masterplan objectives. These were distilled to a single preferred option with 4 others which demonstrated the results if land ownership boundaries were not crossed.

The key components of the scheme have been determined as follows:

1. A new multi-storey car park for the town centre that increases capacity and compensates for lost spaces due to new buildings and public space. Access to this new facility to be off Adelaide Street to relieve congestion on Wine Street and better facilitate town centre traffic and those who wish to park on arrival from the inner relief road.
2. A new public square and adjoining streets with positive frontage onto all existing and new developments.
3. An extension to the existing Penneys Store with a building of appropriate height to help define the new space.
4. A potential infill development on the former Brodericks site which responds both to O'Connell Street and the new square.

5. Potential re-development of the existing Dunnes Store plot at the north eastern corner of the site.

6. Positioning of a new central building which could accommodate a new Dunnes Stores building fronting both onto the new square and new street.

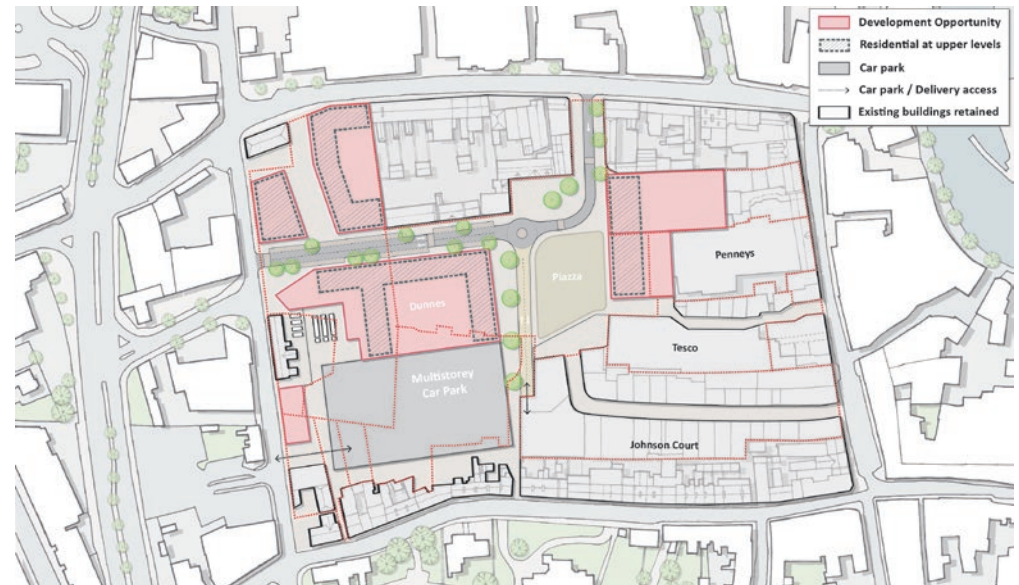
6. Smaller units where appropriate within the development plots to provide variety and enhance active frontages to the square and streets.

7. Potential for residential or commercial development on upper floors to both create a mixed use development and add height and definition within the site.

8. Enhancement of existing retained buildings and integration within the masterplan.

9. Flexibility and adaptability - the buildings must be flexible and adaptable, responding to changing needs and the current market.

OPTION A: PREFERRED OPTION



Option A

The preferred option relates directly to the strategic layout by creating a series of built form blocks around a central space and linking street to the west. It also is the most efficient use of the space as it creates good sized development plots which can accommodate the needs of the masterplan and allow a logistic build programme.

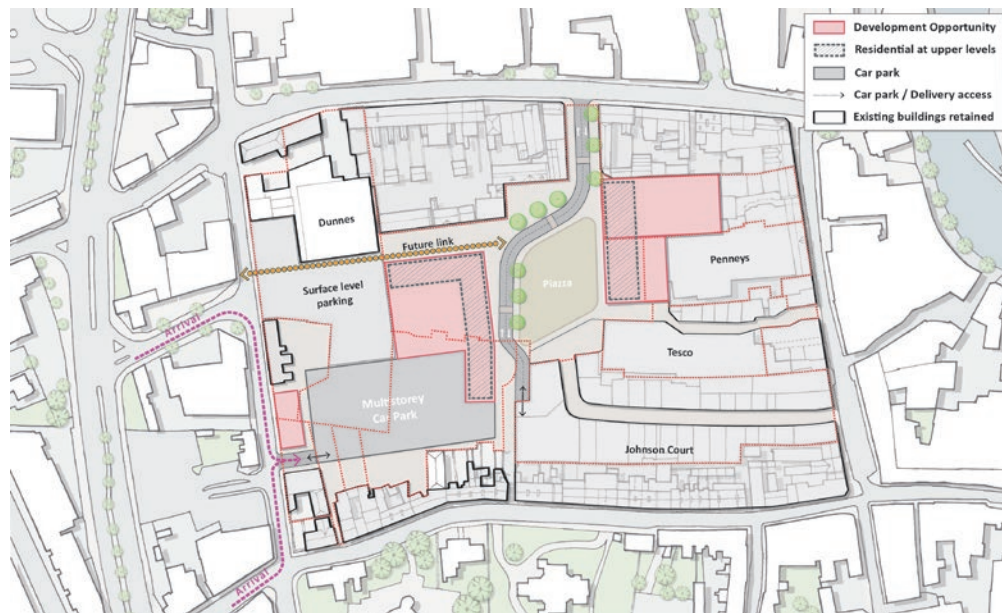
Given the holistic approach it is also considered to provide a good return and opportunity for all land ownership plots with SCC's land being used as a catalyst

for development and the creation of a new public square.

This option provides a mix of parking, residential, retail, cultural and commercial space, with the largest possible central public space.

This layout involves some crossing over of land ownership boundaries to the west of the site and, as such, will require further consultation and discussions with landowners to ensure all parties, and the town as a whole, gain from the development of the area.

OPTION B:



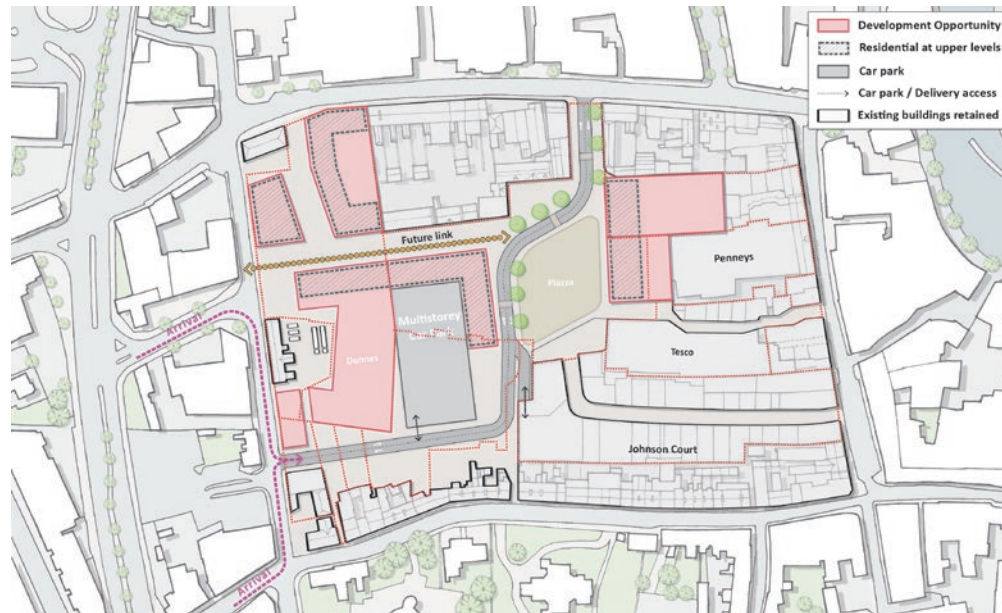
Option B

This option involves retaining the current Dunnes Stores buildings in the north west corner of the block.

By doing this, the linking road to the west is not achievable, which will compromise the existing premises along the Traders Row. The multistorey car park still overlaps on Dunnes land but is reduced in capacity.

This plan still provides a new central building and a defined square through the developments to the east of the block.

OPTION C:

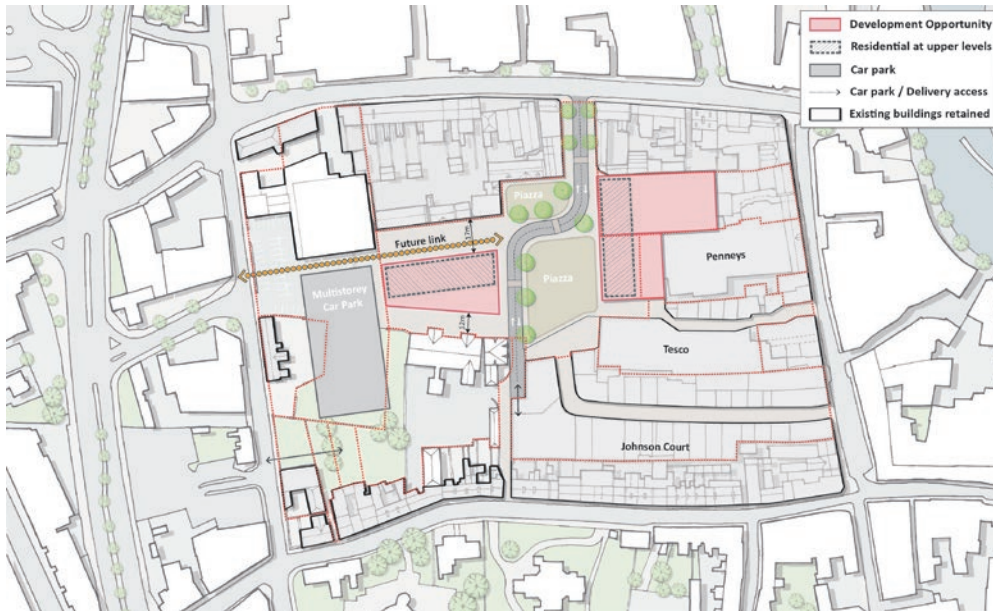


Option C

This option demonstrates the consequence of not integrating the Dunnes plot into the masterplan. A new road is created along the southern boundary to access the car park and the creation of a central building is compromised to a single aspect block facing the square.

The developments to the east of the site are still achievable and the future development of Dunnes is demonstrated albeit detached and somewhat hidden from the new square.

OPTION D:



Option D

This option goes one step further and retains the Adelaide building within the masterplan. As highlighted in the analysis this doesn't allow enough width for a new building to suitably address both the Traders Row and the Adelaide centre. In addition the multistorey car park could only be provided on Dunnes land which is considered too far from Tesco and hinders the future redevelopment of the Dunnes Store.

OPTION E:



Option E

This final option reflects the reality if the only land developed was that owned by SCC. The resulting layout provides a multistorey in the middle of the space, on the site of the existing car park. This somewhat sterilises the whole site, adversely affects all the exiting businesses and turns it back on the potential to the west. This option is the least viable given the lack of development, little return on investment and increased traffic likely to be generated on Wine Street

3.3. PREFERRED OPTION BY PLOT

3

Each plot has its particular circumstance and response to the overall masterplan. As stated in the objectives, the intention was to ensure that the masterplan works for each and every plot as well as benefiting the town centre as whole.

This section sets out the specific approaches to each ownership plot and the considerations required as part of the next stages and ultimately the design of each building and space component.

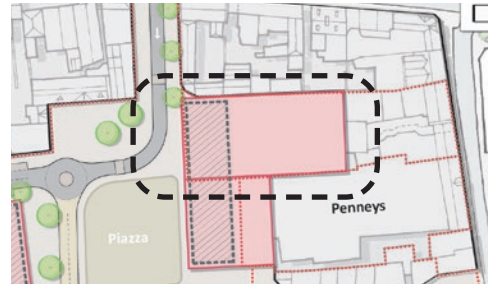


Penneys

Currently this store operates on a single level with entrances from both O'Connell Street and the Wine Street Car Park. Deliveries are made directly from the Wine Street car park.

A proposed extension provides additional floor space at car park level. Ideally servicing would occur at basement level through the Johnston Court development. A more detailed analysis to adjoin the existing basement level is required. If this is not feasible then street level servicing will have to be accommodated with agreed hours of operation.

The new extension is shown to have three storeys, consistent with the former Brodericks site, to create spatial definition to the square. Residential is preferred on the upper floors however a mix of uses could be considered.

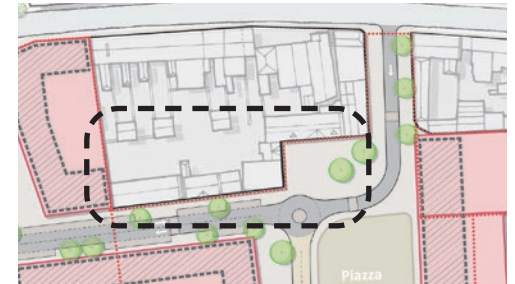


Former Broderick's site

This is an opportunity site which potentially links the Wine Street car park to O'Connell street and Wine Street with new pedestrian lanes.

The site previously has been considered for a number of cultural facilities which would help with the mix of activities and further support the need for a reorganised urban block with good car parking provision.

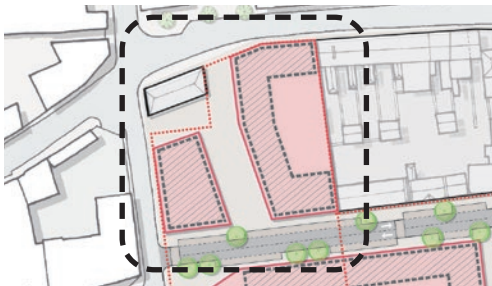
New built form should extend out to ensure continuity with the facade of the access route from Wine Street. It should have three storeys to provide spatial definition to the square, either as a stand alone building or as part of the building line continuing through to the adjacent Penneys site.



Traders Row

The current parade of shops and businesses along the northern edge of the car park have been a key consideration in determining the preferred layout. Access and parking have emerged as major concerns through consultation and the masterplan addresses this by introducing a new west-east street with short stay on street car parking.

The other key consideration has been to ensure a positive active facade immediately opposite this row which has been proposed, thus further helping the function and animation of this connecting space.



Northern Gateway site

This is an opportunity site which currently is occupied by a number of Dunnes Stores buildings. The Pollexfen building sits prominently in the north western corner and is a protected structure.

In the case where Dunnes redevelop on the adjacent site, this could be redeveloped as a landmark gateway site with new buildings which consider pedestrian routes into the block as well as their relation with the Pollexfen building. A pedestrian route through this site could become a key link to existing public transport links and help as a catalyst for further regeneration to the west.

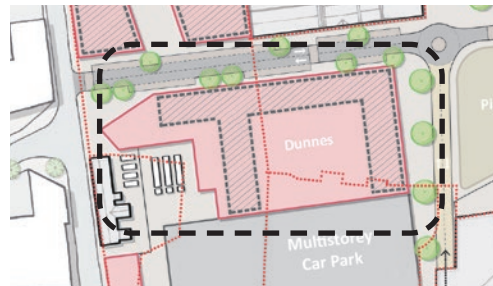
The ground floor uses could be commercial or retail, upper floors residential or commercial. There is an opportunity for increased height of new buildings providing consideration is given to the Pollexfen building.



Salon 2

This site has recently been redeveloped and in line with the strategic approach helps to support the defining of the external roads of the urban block as it is external facing. To the rear is currently delivery and parking provision for the use of the property.

The preferred approach is to create a direct link from the new carpark to this building and a new future edge building. This would facilitate a portion of the building plot which can be used to assist the efficiencies and layout of the masterplan.

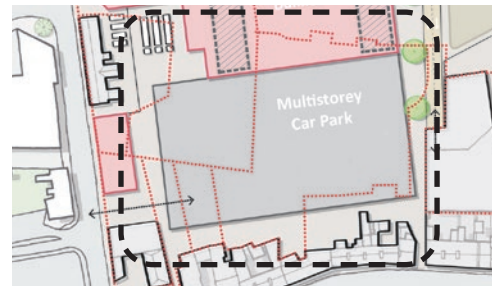


Central building

This is the largest new building block as part of the masterplan and would ideally be occupied by Dunnes Stores allowing the redevelopment of their existing property and a new vehicle link exiting to the west. This block is centrally located with good visibility on arrival from the west and has a primary facade on the new square to the east.

Along its external perimeter there are options for smaller retail / service units and / or a covered colonnade. The building mass would allow a number of configurations including a single level store with residential development on upper levels.

A dedicated loading bay would be integrated with access from the west.



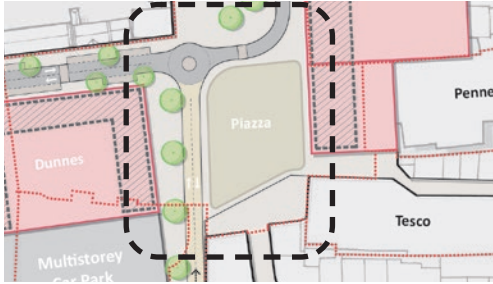
Adelaide Site - car park site

This car park has been placed to make best use of the area and provide much needed parking for the immediate area and Sligo town centre as a whole.

The block would adjoin the central building, align with the rear elevation of Johnston Court and provide convenient access to all adjacent shops via the new square.

Ideally the car park would provide 700+ spaces on 5 floors which will signal itself as the "go to" car park from the inner relief road and reduce congestion of cars travelling along Wine Street into the town centre.

The current Adelaide centre would need to be removed and discussions undertaken with the landowner to maximise the redevelopment opportunity.



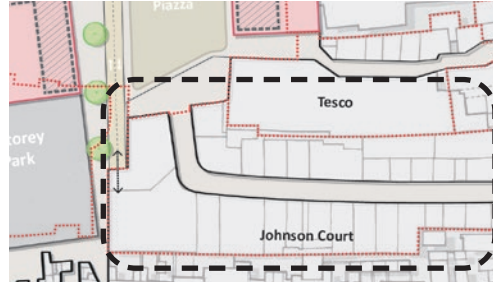
Town plaza

This is a key component to changing the image and perception of the Wine Street car park by creating a multifunctional public space which is fronted by all of the main businesses.

The space would be defined by both new and existing buildings, with their heights matching the existing Johnston Court.

The design needs to accommodate movement by pedestrians in all directions along with creating a sense of place with added trees, vegetation, event space, interpretation, art and wayfinding.

Vehicular access from Wine Street is proposed to pass through the square at the northern edge and link to the new street running west. Access will also need to be integrated to the Johnston Court basement.

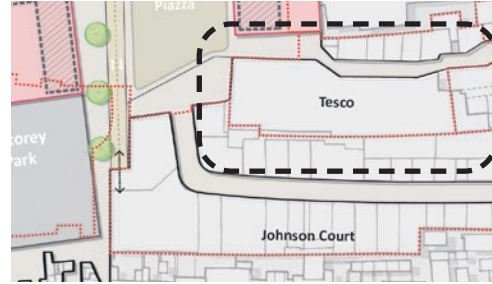


Johnston Court

This development was the only part of the previous masterplan to have been constructed and includes a retail mall, mezzanine, residential on upper floors along with a generous underground loading facility.

To benefit from this asset, discussions and surveys are necessary to determine how more businesses (namely Penneys) could utilise this basement facility for their deliveries, to avoid on street operations on the new square.

The raised public space at the entrance to Johnston Court must be carefully integrated into the new town square.



Tesco

The current store is accessed via a covered mall linking Wine street Car Park and O'Connell Street - this is notably one of areas with the highest footfall in the town centre.

It is proposed to upgrade this corridor where possible and construct a new extending canopy at its entrance onto the Wine Street car park that will be between Tesco and the new Penneys extension. This will help create a more comfortable arrival point to the store and link positively with the new plaza.

The proximity of the proposed new multistorey is a key consideration for Tesco shoppers and will offer an alternative to the current Tesco carpark at the site of the former Brodericks.

The illustrative plans over the next three pages provide an overview of the ideal layout of the building forms and spaces as proposed in the preferred masterplan option. The plans show the proposed layout at ground floor and roof level.

At ground floor, the new MSCP adjacent to Dunnes Stores provides approximately 700 car parking spaces in close proximity to surrounding retail uses. This helps to ensure a better integrated parking scheme for Sligo town centre, and is an effective way to attract visitors and residents to spend time in and around the area.

At first floor level, new residential units and flexible commercial and retail space is introduced, while Dunnes Stores retains its retail space. This is in direct response to the need to bring more variety of uses that support the economic and commercial viability of Sligo as a whole, as more residents and commercial workers in the area will generate greater spending in the town. In tandem with new, high quality public spaces, this allows and encourages people to spend more time in Sligo. Therefore, it is considered that the proposed mix of new uses will reinforce the status of Sligo as an important regional centre.

4.0 MASTERPLAN

- 4.1. Masterplan - Street Level
- 4.2. Masterplan - Roof Level
- 4.3. Movement
- 4.4. Achieving the Objectives
- 4.5. Visuals
- 4.6. Area Schedule

4.1. MASTERPLAN - STREET LEVEL

4

Key:

- 1. New town square facing both existing and new buildings
- 2. Vehicle entry point from Wine Street, improved and widened pavements
- 3. New street with short stay parking
- 4. Potential new pedestrian linking lane way
- 5. New covered and enclosed entrance space
- 6. Delivery access across square to Johnston Court
- 7. Car park access and exit
- 8. Pedestrian link to car park
- 9. Delivery bay



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4.2. MASTERPLAN - ROOF LEVEL

Key:

1. Communal residential gardens at podium level
2. Biodiversity rich rooftops
3. Roof level of car park



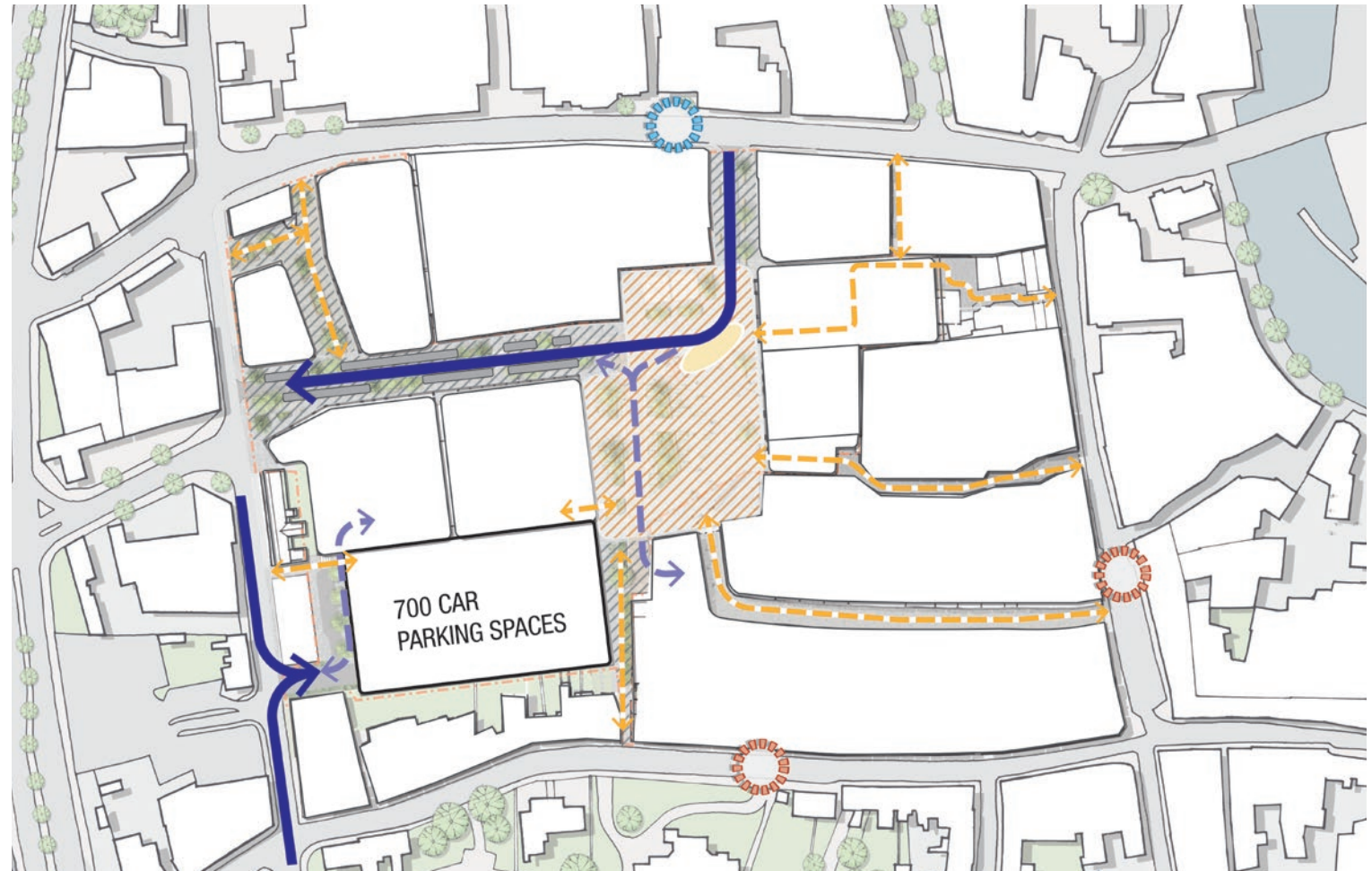
4.3. MOVEMENT

4

The adjacent plan show the proposed movement within the site and linking to the surrounding area. The new vehicle route is intended to be one way in off Wine Street and exiting on Adelaide Street. All modes of transport are intended to use this route providing access for deliveries, on street parking, taxis and cyclists. Deliveries are intended to be via the basement with minimal time restricted servicing on street level, there is also a new dedicated delivery bay for the central building off Adelaide Street.

Cycle parking will be included within the new square and adjoining spaces.

The new car park is accessed by car off Adelaide Street with a number of pedestrian exits onto the new square and the potential to connect directly to the adjoining buildings. All disabled spaces are proposed within the car park with some spaces on the new street passing through the site.

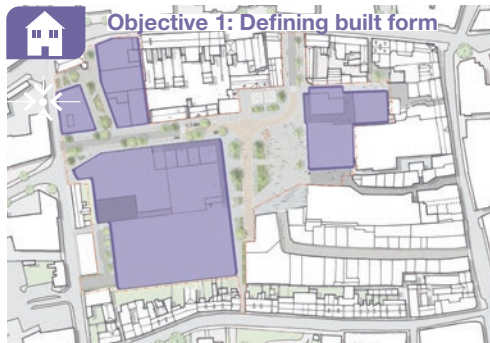


KEY

	New and enhanced existing streets		Indicative new Bus Stop		Pedestrian links		Indicative taxi stand
	New pedestrian square		Existing Bus Stop		Deliveries		On Street Parking
					Car flows		

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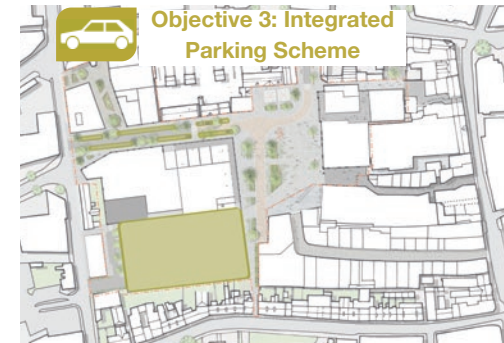
4.4. MEETING THE OBJECTIVES



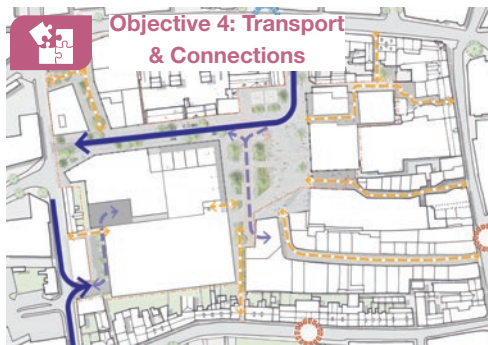
The masterplan has determined a number of new building plots which all offer efficient floor layouts and flexibility to occupy a variety of uses. The building forms themselves are contributing to the overall sense of place and the creation of identifiable spaces and streets.



The new central square has been carefully proportioned to be appropriate to Sligo and complementary in size and use to other spaces within the town. With the defining built form, the inclusion of vegetation and art this will create identity and contribute to the creation of this new quarter.



We have incorporated a new multi-storey car park with access off Adelaide street with up to 700 cars. This provides ease of access on arrival into the town, facilitates the town's parking needs and frees up the street level to allow for new development to take place.



The masterplan builds upon existing linkages and strives to create more permeability into this urban block. The movement plan demonstrates how this is proposed by having logical vehicular flows, dedicated pedestrian space and improved links to other areas of the town and bus services.



The masterplan proposed encourages mixed use - retail and commercial on ground floors with the ability for these to also occupy some upper floors. Generally the buildings have been given height to accommodate residential on upper floors to help diversify the uses and make this into a more mixed quarter.



The scheme incorporates a new town square and street which include trees and vegetation. All of the rooftops are accessible green roofs with planting to further increase usage, biodiversity and well being.

4.5. VISUALS

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VISUALISATION: VIEW LOOKING TOWARDS THE SQUARE FROM WINE STREET SITE ENTRANCE



VISUALISATION: VIEW OF THE NEW PUBLIC SQUARE



VISUALISATION: VIEW LOOKING EASTWARDS, TOWARDS THE SQUARE

4.6. AREA SCHEDULE

4

The area schedule sets out the approximate gross floor space allocated to each building block relating to the preferred masterplan option and the key plan below.

Overall the scheme targets the delivery of

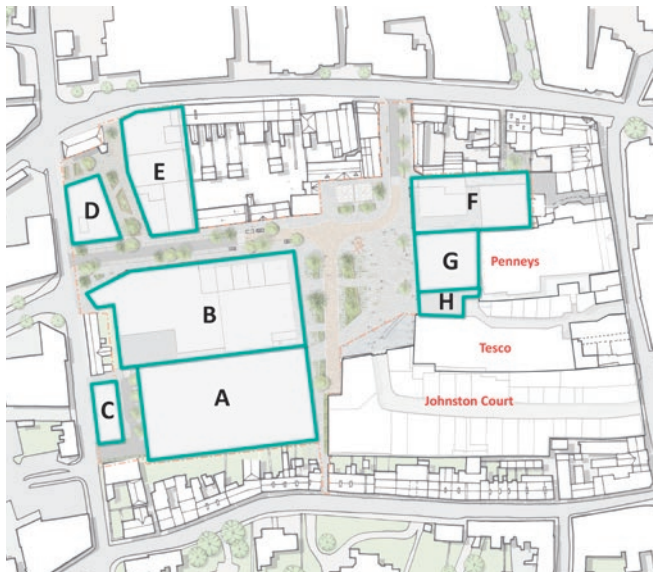
- 18,000m2 of ground and first floor space suitable for retail, culture or similar.
- 10,000m2 of upper floors which would be suited to residential or office use.
- 750 space multistorey car park

- A new town square, adjoining street to the west
- Improved settings for existing retained buildings

Naturally there are many variations and options for both use and divisions of buildings - this has been a key consideration of the masterplan which must be flexible and adaptable to the changing market needs.

For example larger format units in block B could decide to occupy the whole ground

floor, or have a store on 2 levels. Also smaller units could be positioned on the perimeter of Block B along with a covered walkway as deemed appropriate when consider further as part of the next stages of design.



Plot / Building ref	overall area m2	number of levels	Ground floor - GFA m2	1st Floor - GFA m2	2nd floor - GFA m2	3rd floor - GFA m2	4th floor - GFA m2	5th floor - GFA m2	potential number of residential units	car parking spaces	total GFA - m2
A (car park)	4000	GF + 4	4000	4000	4000	4000	3200			750	19200
B	4420	GF + 3	3920	4420	3200	1100			2200m2 = 25 units		12640
C	350	GF + 2	350	350	250				600m2 = 7 units		950
D	640	GF + 5	640	500	500	400	300	200	1900m2 = 22 units		2540
E	1650	GF + 3	1650	1150	1150				2300 = 27 units		3950
F	1500	GF + 3	1000	1350	950	950			1900m2 = 22 units		4250
G	970	GF + 3	970	970	620	620			1240m2 = 14 units		3180
H	300	canopy	300								300
totals	13830		12830	12740	10670	7070	3500	200	117 units		47010

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5.0 NEXT STEPS

5.1. Indicative Phasing

5.1. INDICATIVE PHASING

5

There are a number of approaches that can be made with regards to the phased implementation of the masterplan. All will require further detailed consideration, design and surveys. The adjacent diagrams set out an indicative approach.

Ultimately the two sites to the east could be developed independently at any stage given they are disconnected from the new central block.



Phase 1: The construction of a new multistorey car park. This will require an agreement between a number of different landowners and funding for both the consolidation of the building footprint and access. All other buildings will be retained functioning as existing.



Phase 2: The provision of additional parking facilities will facilitate an extension to the existing Penneys building and the development of the former Brodericks site. This also allows the main portion of the new public space to be implemented.



Phase 3: This could either include the full central building block, or the portion which is within SCC ownership. This will complete the definition of the new square and allow vehicular access off Wine Street and facilitate the remaining public space to be completed.



Phase 4: This involves the relocation of Dunnes to the adjacent central building site. As previous this phase preferably would be combined with phase 3 to allow Dunnes to have a facade onto the new square.



Phase 5: With the relocation of Dunnes Stores the old store can be demolished and a new development built on the north west gateway site.



Phase 6: With completion of all the building works the new street can be finalised with connections through to the west.

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