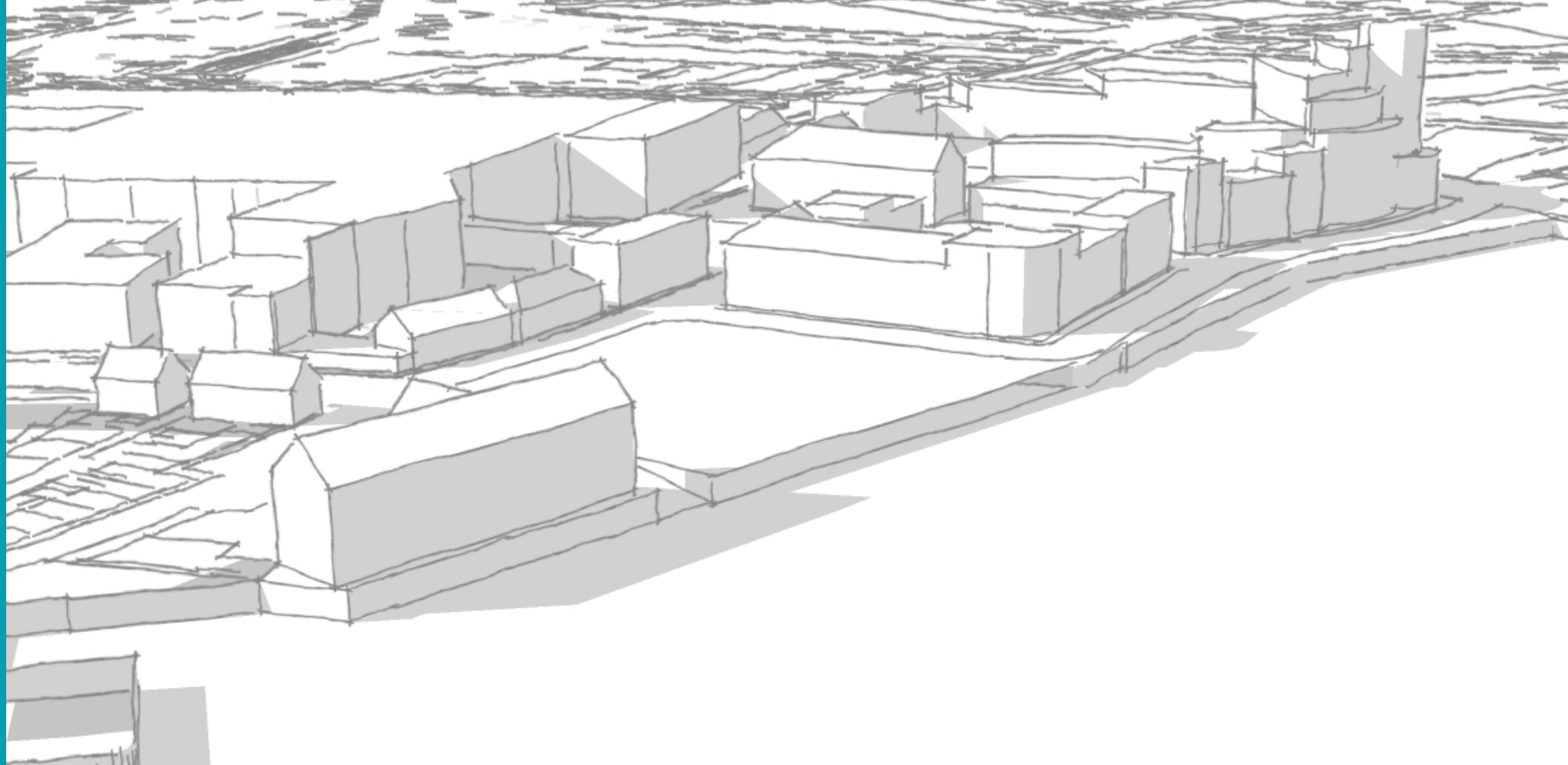


# Sligo and Environs Development Plan 2010 - 2016



quay quarter  
urban design framework



## quay quarter urban design framework

sligo borough council, city hall, quay street, sligo  
sligo county council, county hall, riverside, sligo

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This publication forms an integral part of the Sligo and Environs Development Plan 2010 - 2016 and should be read in conjunction with the main development plan document.

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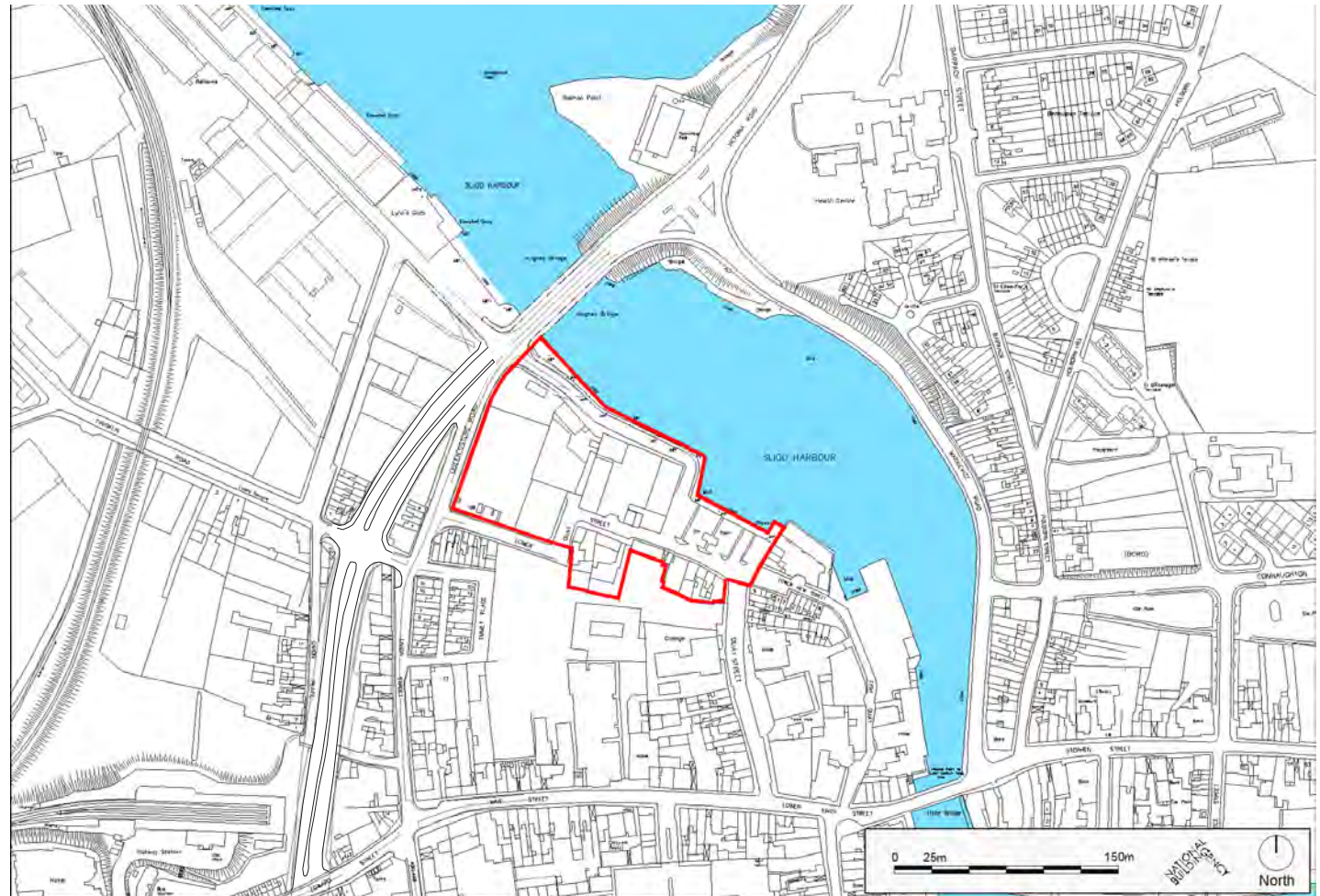
# 1. Introduction

## 1.1 Area of Study

The focus of study is on the urban block bound by the following streets: Queenstores Road (to the west), Lower Quay Street (to the south), Upper Quay Street (to the north).

The study area also includes Quay Street Car Park and a small group of buildings on the south side of Lower Quay Street, encompassing the Blue Raincoat Theatre and adjoining buildings.

The total area of study amounts to approximately 1.91 hectares of land. Given the location of the area between Hyde Bridge and Quay Street Car Park and bound largely to the south by the Quayside Shopping Centre, it was decided to refer to the area as the Quayside Quarter with the opportunity to create a new vibrant commercial enclave by the waterfront.



Map 1 - Location Map



# 1. Introduction

## 1.2 Nature of Study

This study forms part of the Sligo and Environs Development Plan 2010 - 2016 and should be read in conjunction with the main development plan document. The site is an important and strategic site situated close to the principal bridge crossing of the River Garvoe. The site is significantly under-utilised but represents one of the most highly visible and prominent sites encountered by residents and visitors on entering the town centre from the north along the N15/Bundoran Road.

The site would lend itself to a landmark building that could act as an urban design gateway on entering the town centre from the north. The study will provide general guidance on the nature and form of future developments on the site, to include architectural treatment and building height. The potential impact on the wider townscape and skyline will also be considered.

The proximity of the site to the Buttermarket Development and Quay Street gives the site strong

commercial and retail potential. The study will examine future potential uses on the site including office development, hotel development, multi-storey car parking, in addition to other commercial and retail development.

Of critical importance will be the need to examine the future access and circulation arrangements to and from the site.

Another specific part of the project will address the creation of a public area of open space on the

existing Quay Street Car Park in keeping with Development Objective O-OS-26 of the Sligo and Environs Development Plan, 2010-2016. Guidance on the design and treatment of the space, including materials, landscaping (if appropriate), street furniture design and arrangement will be provided.

The pedestrian realm along the waterfront is also important, particularly having regard to the future potential development of the Port Area and the need to establish strong pedestrian connections from

the Quay Street area of the town to the Port.

Included in the study are those buildings that form an edge to the square. The Study examines these buildings and provides advice on improvement, enhancement and/or remodelling, as appropriate, as the edge to any civic space is important in defining the space and establishing its character.

*View from Queenstores Road and Upper Quay Street Junction*



# 1. Introduction

## 1.3 Public Consultation

Sligo County Council and Sligo Borough Council consider that meaningful public consultation is a vital part of any plan making process.

A public notice was placed in the local newspapers inviting members of the public and other interested parties to make a written pre-draft plan submission and/or to attend a public open day. Local landowners and stakeholders were also encouraged to attend.

A public open day was held on March 16th, 2007, at which individual interviews were held with members of the public, local residents, local business people, landowners, stakeholders and other interested parties. Attendees were encouraged to provide their views on the future development of the area.

Arising from the discussions and submissions received, the views of

over ten individuals/organizations were expressed. Given the relatively small size of the area, at just 1.9 hectares, and the land ownership patterns that exists (with some sizeable plots in single ownership), the views expressed through the public consultation process would appear to be a good representation.

Issues which arose from the consultation process related to –

- Traffic flows and movement patterns (there were conflicting views to this affect);
- The removal of car parking at Quay Street Car Park and its redesign/landscaping as a civic space;
- The historical importance of the area and heritage protection;
- The importance of retaining and improving the existing slipway;
- Car parking – and specifically the need to retain some car parking spaces for local residents who continue to live in the immediate vicinity;
- Issues relating to attractive urban

spaces, urban design and the need for good architecture with harmonious materials, proportions and shapes;

- The need to enliven the area with new uses such as restaurants, cafes, etc;
- Redevelopment potential of entire block, but also of the buildings immediately south of Quay Street Car Park.

The area was described by one person as ‘the forgotten end of town’. All acknowledged the need for change in the area and the introduction of new uses and activities. Local residents who were interviewed expressed the view that it was a good place to live, close to city centre and its amenities, though they noted that there was no sense of community emerging from the apartments and local rental market in the area and very few families. There were also issues relating to the need to provide car parking spaces/permits for local residents only and the need to maintain the

public amenity associated with the Quay Street Car Park.

In some cases conflicting views were presented and these have been independently assessed by the consultants preparing the draft urban design framework plan.



*Derelict Buildings on Lower Quay Street*



*Aerial View (picture taken in September 2002)*

## 2. Historical Context and Morphology

### 2.1 Urban Morphology and the Historic Context of the Block

The area of study is part of the larger quayside area, which in total extends for over a mile from Fish Quay to the Deep Water Berths at Far Finisklin. In by-gone days, Sligo was a very important port and this played an important role in the development of the town from the Norman period in the Middle Ages. The fifteenth century was a prosperous time for the town and it prospered as a trading town. The main exports were fish, wool, cow hide and timber, while wine and salt were some of its more notable imports. As trade increased, so too did prosperity and large merchant houses resembling castles or tower houses were built.

There was a decline in the sixteenth century, followed by a revival in the seventeenth century, when Scottish settlers came to live and work in the town. In 1621 the port received official recognition by the Crown

of England with full license to levy dues and customs on the port. The port, while small was economically significant and was sheltered in the upper basin of the estuary under the protective walls of the medieval O'Connor Castle, which stood on the site now occupied by the Town Hall.

In keeping with the pattern experienced in other coastal, estuarine and quayside towns that the quays were gradually extended out into the water over the centuries – partly due to the increased importance of trade through Irish ports and no doubt reflecting the need to berth larger boats in deeper channels away from the tidal mudflats. There is evidence of this along Custom House Quay and it very likely that the current configuration of Lower Quay Street represented the former alignment of the quays in this area.



Map 2 - Historical Map 1829-1841



Map 3 - Historical Map 1897-1913



## 2. Historical Context and Morphology

The early Ordnance Survey Ireland maps of 1837 and 1854 show the configuration of the Quays at that time. The 1837 map refers to 'Old Quay' which ran from the current day Quay Street car park Custom House Lane (an area conforming to the extent of Conway's Car Park). West of this the quays were identified as 'New Quay', implying that the area had been extended sometime before. The early O.S. Maps show that the alignment of the quays in the study area has remained relatively unchanged, however, the area west of Queenstores Road (and the current Inner Relief Road) consisted of an inlet of water and a docking area which in subsequent decades was filled as part of the Quays' extension – in the vicinity of what is now known as Lynn's Dock <sup>1</sup>. The early O.S. maps show numerous buildings and yards along the Quays, including stores, a Custom House, Bond Yards, a Meal and

Flour Mill, a Corn and Flour Stores and a Coal Yard.

The 1837 O.S. Map shows a building on the site of the current day Quay Street car park. Apparently, the Harbour Commissioner's purchased the Old Custom House and demolished it and the space was never rebuilt over.

The Custom House, stood on the site of the current day Revenue Commissioner's building and there was a small laneway that connected Lower Quay Street to the waterfront, known as Custom House Lane. Through access along this lane is no longer available to the general public.

This Quayside area represents a historically important part of the City that led to its growth and prosperity over the century. Without the port and the trade that past through it Sligo is unlikely to have emerged

as such an important town in the northwest. New developments in the area should re-use the former building and placenames so as to maintain the historical identity and linkages with the past.

<sup>1</sup> As derived from the document 'Architectural Heritage Protection - Guidelines for Planning Authorities', Draft 2001, Department of Arts, Heritage, Gaeltacht and the Islands in association with Department of the Environment and Local Government.

# 3. Context

## 3.1 Land Use

Map 4 shows the existing land use pattern in the area. The area displays a significant mix of uses typical of a city centre location, including car parking, commercial activity, some retailing, office use and residential activity. Vacancy, dereliction and under-utilisation are also prevalent.

Surface car parking is the most significant land use in the area, when considered in terms of overall surface area. The principal car parking areas are:

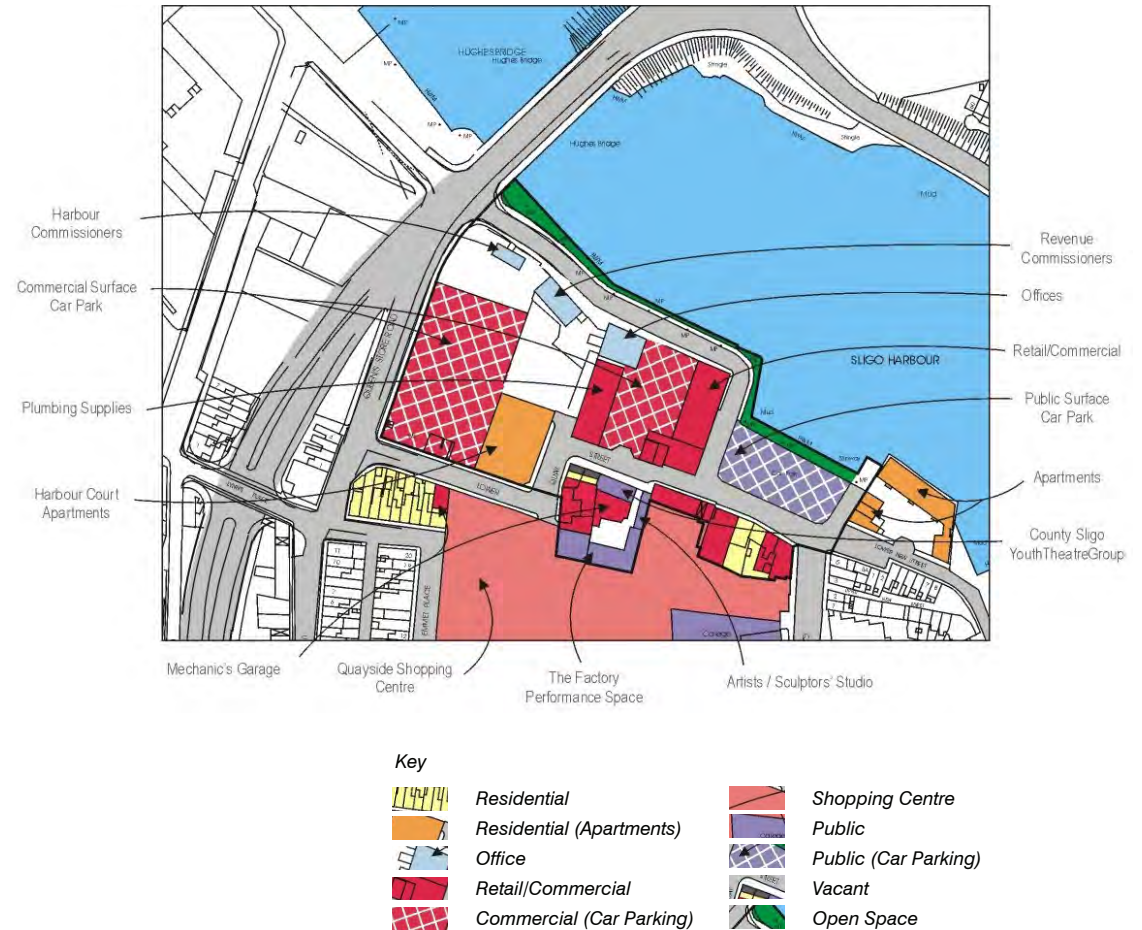
- Quay Street Car Park (public car park)
- Conway's Car Park (private car park), and
- Parke's Car Park (private car park).

The use of the area for surface car parking, while important, represents an under-utilisation of lands in the area, with significant opportunities on the privately owned sites for an intensification of activity.

The east side of Quay Street Car Park is framed by some apartments. Its west side is framed by some commercial development, namely a martial arts centre and Indian restaurant/takeaway. The south side of the car park, on Lower Quay Street displays two pubs and two residential dwellings. The rest of Lower Quay Street is represented by new retail/commercial units that form part of the Quayside Shopping Centre, some of which have remained vacant; an artists studio; the Blue Raincoat Theatre; the County Sligo Youth Theatre Group; a mechanic's garage; a derelict dwelling which is still inhabited; a pub and the service delivery and car parking access to the Quayside Shopping Centre.

The urban block delineated by Queenstores Road to the west, Lower Quay Street to the south and Custom House Quay to the north, is predominantly used for car parking, though the offices of the Harbour

Map 4 - Existing Land Use Map



# 3. Context

Board, the Revenue Commissioners, the North Western Health Board and others are positioned along the river front. The Harbour Court Apartments lie on south side of the block, with some wasteland and car parking on either side. Within the eastern side of the block (east of the former Custom House Lane) lies Conway's Plumbing Supplies.

Apart from the Harbour Court Apartments, there are relatively few other residents living in the area, with just three owner-occupiers noted between the Harbour Court Apartment block (though excluding its dwellers) and Quay Street. One of these residents has expressed redevelopment interest, noting the commercial potential of the area, while another expressed the desire to maintain the residential amenity of the area. West of this area, additional residents exist in the area of Upper and Lower New Street (few being owner-occupier).

## 3.2 Building Condition

The predominant character of the area is one of poor appearance which has emerged through the current pattern of uses that exist on the site. Modern buildings such as the Harbour Apartments and the Quayside Shopping Centre stand beside older yards and buildings many of which are semi-derelict or poorly maintained, such as those along parts of Lower Quay Street, near the Factory Performance Space. The area is in transition - undergoing a gradual process of redevelopment. Refer to Map 9.

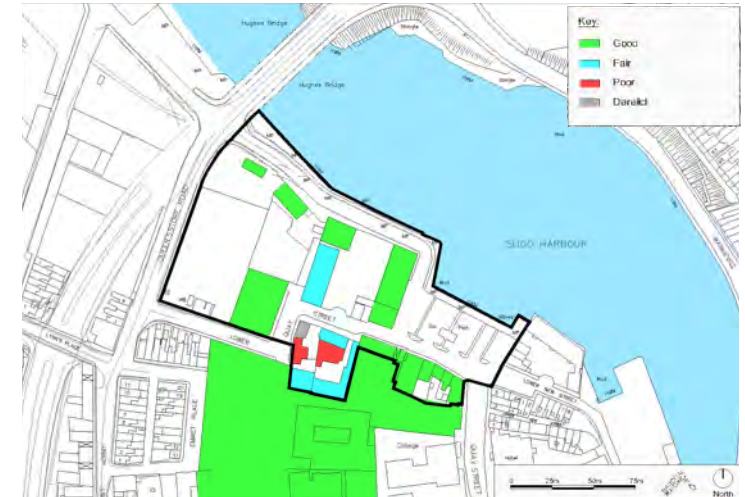


The Harbour Court Apartments



Derelict Dwelling

Map 5 - Current Building Condition



# 3. Context

## 3.3 Environment

The most prominent environmental aspect is the waterway bounding the site to the north. This is an intertidal area at the interface between the Garvoge River and Sligo Harbour. Sligo Bay is a designated a Special Area of Conservation and a Special Protection Area under the EU Habitats Directive (Site Code 000627), however the SPA designation does not include the study area. The Sligo Bay SAC/ SPA is a large designated area which extends from Sligo Town to Drumcliff Village in the northeast and from Cullamore in the northwest to Killaspug in the southwest.



*River Environs*



*Heron*



*Views from the Site*

*Garvoge River and Hughes Bridge*



# 3. Context

## 3.4 Access and Movement

A two way traffic movement system operates around the block at the current time. The car parks in the area are used by a significant number of patrons who arrive by the Bundoran Road (N15).

The town's principle taxi rank is situated on Quay Street. At times the taxi queue backs up around the corner onto Lower Quay Street causing congestion and/or interrupting traffic flows.

## 3.5 Service Access Delivery

At present there is no restriction on service access delivery to the area. All streets surrounding the principal urban block in the area are used by service vehicles.

Lower Quay Street, from the Queenstore's Road, is used for service delivery access to the Quayside Shopping Centre and is used to access the underground car parking there too.

Service delivery vehicles exiting the town centre use Quay Street and the larger vehicles have problems negotiating the south-western corner of Quay Street Car Park. Future improvements to the area will need to take this matter into account.



Lower Quay Street



Queenstores Road

## 4. Townscape Character

### 4.1 Archaeology

Section 2 highlighted the historical development of the area. Section 3 reviewed the more recent historical development and factors which influenced the current development pattern in this part of the Quays.

### 4.2 Architectural Heritage

Two structures have been identified on the Record of Protected Structures, namely the old quay wall and the associated slipway in the area.

The area is characterized by the tall enclosing walls of the former bonding yards (perhaps built around 1820). The walls are significantly intact with tall stone cut pillars at the several gateway entrances. Where new active street frontages are required or desirable, the retention of these walls would not be desirable as they provide a poor interface between public and

private realm, with poor natural surveillance. However, it may be possible to integrate some sections into a new design or to reuse the material.

### 4.3 Scale, Mass and Composition of Buildings

There is considerable variation in the building fabric of the area. Older buildings along Lower Quay Street are typically comprised of two storeys, though one older three storey building exists. There is a significant number of single storey buildings prevalent in the area, including some associated with the yard leading to the Blue Raincoat Theatre, others both on the northern and eastern perimeter of the block and within its interior, and one on the corner of Quay Street and Lower Quay Street.

Newer developments in the area are three and four storeys high. The

juxtaposition of scale between one and two storey buildings on the one hand, and the three to four stories on the other, leads to a disruption in scale and composition. This disruption is particularly evident on the south side of Lower Quay Street in the vicinity of the Quay Street Car Park, where hipped and pitched roof planes are juxtaposed with more modern flat roof elements.

The absence of narrow medieval burgage plots in the area and the area's association with the port's development in the early nineteenth century in particular has resulted in early industrial plots which are larger than traditional Irish streetscapes. The scale and mass of buildings in the area (with the exception of the south side of Lower Quay Street) would have traditionally been larger than those found on the principal shopping and residential streets of the

town. In this regard, the sites lend themselves to buildings of slightly larger scale and composition than traditionally found in Sligo town centre.

### 4.4 Building Lines/Setbacks

Although the building pattern and density of development on the urban block between Queenstores Road, Lower Quay Street, Quay Street Car Park and Custom House Quay, is rather weak, most of the buildings maintain the building line associated with the perimeter of the block and this is reinforced by the presence of the large stone walls that surround much of the block. Future developments should, by and large, maintain this pattern.



*Lower Quay Street*

## 4. Townscape Character

The study area is zoned for City Centre (C1) and Open Space uses. C1 is the most dynamic and flexible zoning category in the development plan and reflects the area's city centre location.

The site is situated in a city centre/ town centre location, though on the edge of centre. It is bound the Inner Relief Road and thus has excellent access and offers a very high profile

when approached from the northern environs, the N15 Bundoran Road.

The Development Plan notes that the retailing core of the city has slowly migrated westwards in recent times. It was previously centred on Market Cross and has since moved towards the Wine Street Centreblock and more recently the former Buttermarket Area – now redeveloped as the

Quayside Shopping Centre and immediately adjoining the area of study to the south. Thus the area has excellent retail potential and is somewhat unique in that it offers some of the last remaining large and underdeveloped plots in the city centre area.

While there have been recent initiatives to reinforce the southwestern part of the city centre

from the northwestern shift in retail activity (principally through the Courthouse Block Urban Design Framework Plan and the local developer interest in that area), the development plan acknowledges that in the long term, the optimum option for significant and large retail expansion of Sligo's core is northwesterly into the Port Area through a redeveloped docklands area.

*Quay Street car park - view West*



# 5. Future Development Framework

## 5.1 Quayside Quarter – A Stepping Stone

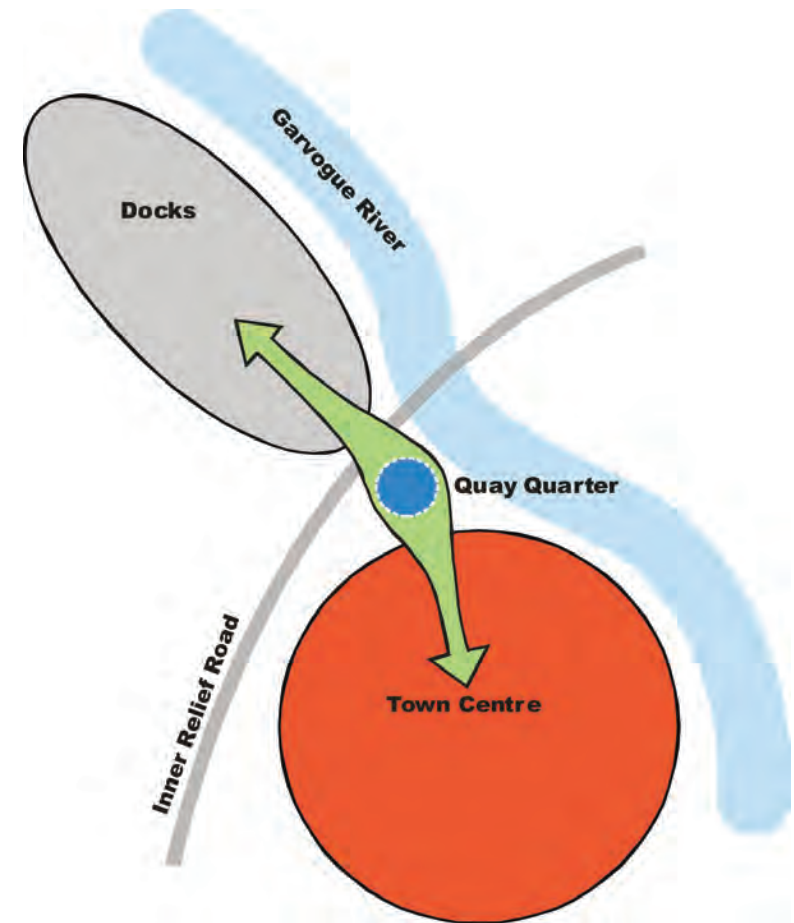
The Quayside Quarter Development Framework is a critical 'stepping stone' in achieving the objective for the redevelopment of the entire port and docklands area. However, the potential development of the docklands and specifically its connectivity to the town centre is somewhat hindered by the busy Inner Relief Road and therefore will depend on a number of critical objectives moving forward, namely:

- Ensuring the right mix of uses at Quay Quarter, specifically ensuring **active frontages** that encourage shoppers and pedestrians to move through the area connecting Quay Street (specifically the shopping at Quayside Shopping Centre) towards Hughes Bridge.
- The implementation of **the riverside amenity walkway** with an enhanced public realm that encourages and provides pedestrian movement through the town centre – from Rockwood Parade to Hughes Bridge and beyond. It is proposed

to **redevelop Quay Street Car Park into a civic square** and this may prove critical in establishing the objective of drawing people to the river and on through to the rejuvenated Docklands area.

- The establishment of **convenient and easily accessible car parking** in the area.
- Ensuring that individual landowners will be encouraged to coordinate and integrate an approach for the redevelopment of their individual sites in a **holistic manner** through the use of this framework plan.
- Establishing **strong links from Wine Street to the Railway Station** with the provision of a new civic amenity space there, potential railway crossing and the redevelopment of the backlands in the vicinity of the railway providing access to the Port area.

This last point does not impact or influence the future development of the Quayside Quarter.



*Quayside Quarter - An important 'Stepping Stone' between Town centre & Sligo docklands rejuvenation*

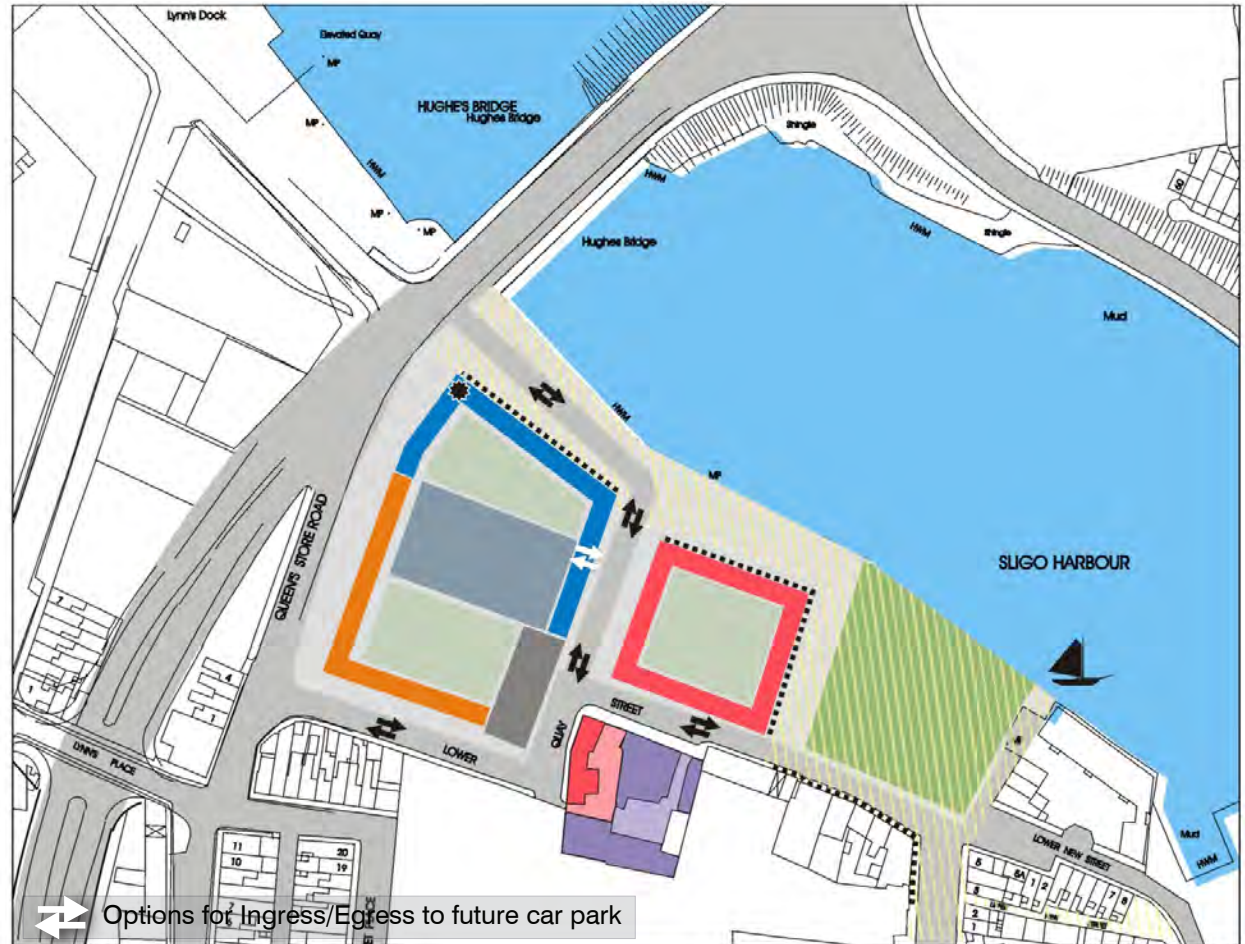


# 5. Future Development Framework

Active frontages relate to those uses which are open to the general public and can generate pedestrian and human activity at ease or engage with the public. Retail units and their shopfronts which engage the shopper or browser, in addition to pubs, cafes, restaurants and a range of over the counter services (dry cleaners, hair salons, galleries, etc.) would constitute 'active frontages'.

While it may be desirable to provide 'active frontages' along the perimeter of the block and along Lower Quay Street, this may not be immediately achievable. Therefore, office and residential uses would be permitted along Queenstores Road and Lower Quay Street up to Quayside Car Park, which would be redeveloped as a Civic Square. The design of these units should be flexible with appropriated floor to ceiling heights that would enable re-use and conversion for retailing over time (i.e. minimum of four metres.).

Map 6 - Future Urban Design Framework - Basic Principles



# 5. Future Development Framework

## 5.2 Uses in the area

A mix of commercial and retail uses is desirable throughout the area. Specifically, **it will be an objective to generated active frontages from the corner of Quay Street, along the south and western side of the Quay Street Car Park and along the length of Custom House Quay to Hughes Bridge.** Office and other non-retail commercial uses, in addition to residential use would be appropriate on the upper floors of the new developments.

## 5.3 Establishing a 'Cultural Focal Point'

The presence of artists in a city is important as they can contribute significantly to the **'creative economy'** – a recognizable growth area in the economies around the world and which can transcend the pure fine arts into areas of multi-audio and visual media, graphic design, information based digital technology, art houses, art creation and production, crafts, antiques, designer furniture,

fashion, film production, live and recorded music, performing arts and entertainment, writing and publishing. Like in most cities, artists are frequently drawn to areas of the city where cheaper accommodation can be rented or leased. They can add to the life and vitality of an area, giving it a distinctive feel and ambience. However, frequently during redevelopment phases, and rising property costs, they can be squeezed out. Efforts to retain this cultural dimension should be sought. The presence of the artists' studio and the local theatre group generates an artistic and cultural enclave at Quayside and should be preserved, supported and developed.

The development of cultural element to the Quay Quarter area could see the development of cultural enclaves that would run east – west through the city centre, in time providing a tourist route through Sligo Town Centre

and eventually linking up with key cultural institutions or spaces in the redeveloped docklands. The area which hosts the theatre group and the artists studios could be a **'Cultural Focal Point'** in this part of the City Centre.



*Studio K - Art studio*



*The Factory - Performance space*

# 5. Future Development Framework

## 5.4 Landmark Building – An urban design gateway.

The development acknowledges the strategic importance of the area, specifically, the high profile sites at strategic locations on the south side of Hughes Bridge. The plan identifies the need for key landmark buildings, which would be highly visible and designed to high architectural standards, which will set the tone for the city and the public's perception of it in future years. Such a building would act as an 'urban design gateway' signalling the arrival into Sligo City to those who would cross over the Garvoge River from the north (Bundoran Road).

Ideally, such a landmark building would relate to a significant commercial use, such as a high quality hotel or office building (rather than residential/apartment use). The design would be expected to provide a façade to both Queenstores Road and Custom House Quay. The site is an important **focal site** as it is on the axis of Ballast Quay and provides an end point or terminus

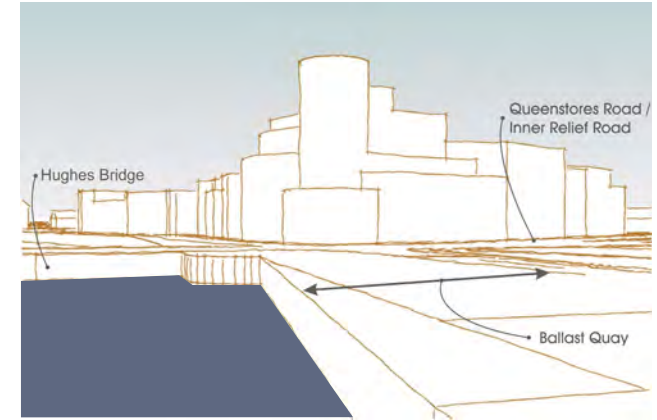
Indicative views of Landmark building required to accentuate corner of Quay Road & the Inner Relief road:



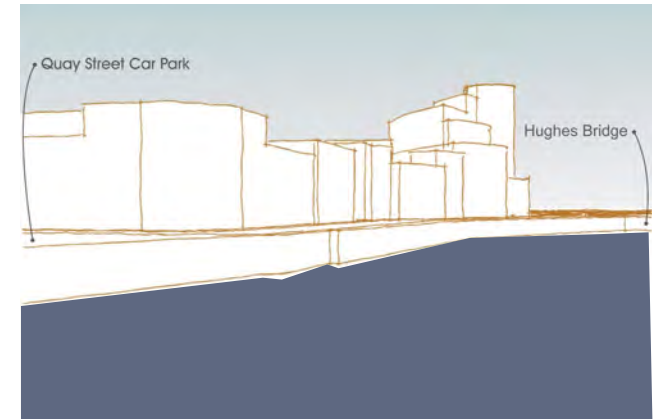
Example of landmark building: Perspective looking eastwards along Quay Road - Relates specifically to Option 3 Car Parking. (Refer to Section 6.7.3)



Example of landmark building: Perspective looking westwards along Quay Road - Relates specifically to Option 3 Car Parking (Refer to Section 6.7.3)



Perspective looking westwards along Quay Road - Relates specifically to option 2 - Car Parking. (Refer to Section 6.7.2)



Perspective looking eastwards along Quay Road - Relates specifically to option 2 - Car Parking. (Refer to Section 6.7.2)

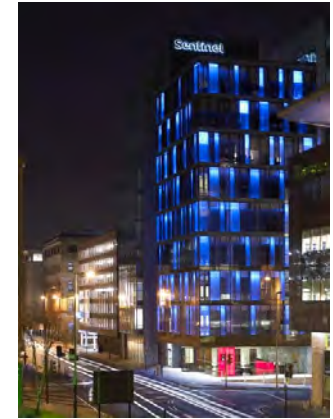


# 5. Future Development Framework

to views from the northern end of Ballast Quay back towards the town centre. Therefore, a significant stepping up in height would be appropriate so as to accentuate the corner.

## 5.5 Re-establishing the Perimeter Block

Any future design of the area must include a new - almost continuous building edge to the street.



*Treatment of Corner Buildings: Precedents, Creating Strong Landmarks*

*Consideration should be given to the night time appearance of the landmark building and specifically colour through illumination*



# 5. Future Development Framework

## 5.6 Future Ingress and Egress

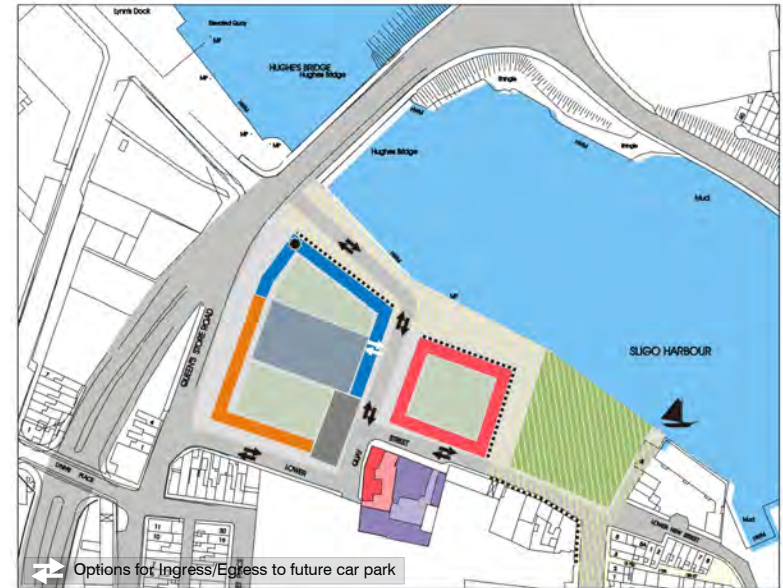
Careful consideration has been given to the ingress and egress to future car parking areas within the block. A number of options were examined, including access from Queenstores Road, Lower Quay Street and Custom House Lane (See Map 6). As queuing is likely at busy times, the option of Queenstores Road was not considered desirable. Ingress and egress from Lower Quay Street has the potential to conflict with access to and from the existing Quayside Shopping Centre Car Park. The most favourable option is considered to be via the former Custom House Lane – the narrow lane that runs in front of and alongside the Harbour Court Apartments. Service access to new developments east and west could be provided from this point.

The option directing all public traffic to Custom House Quay via Custom House Lane has been explored. This would require a two-lane

carriageway on Custom House Lane, the left hand lane facilitating access and egress to the proposed multi storey car park. The closure of the existing access road to the east and north of the smaller block to through traffic has been explored with Council Engineers subject to the provision of an appropriate two-lane carriageway on Custom House Lane, and the provision of a two lane carriageway along Custom House Quay. Part of this area could be suitably paved/landscaped and would become a pedestrian priority area.

A key consideration in the design of the car parking options is the interface between the car parking structure and the rear of the Harbour Court Apartment Block. These options are explained in detail in the following sections.

Map 6 (Repeat) - Future Urban Design Framework - Basic Principles



# 5. Future Development Framework

## 5.7 Car Parking

It is an objective of the Council to remove surface car parking from the Quay Street Car park and transform the area into a new civic square. This objective was to coincide with the provision of additional car parking in the form of multilevel car parking in the area. The Quayside Shopping Centre has contributed to the potential delivery of this objective.

In keeping with this policy, the Quayside Quarter area would be ideally suited to the provision of a multi-storey car park to serve the town centre, as it is situated right on the edge of the town centre, within a very reasonable distance of the principal shopping areas and yet within the Inner Relief Road. This would facilitate a programme of pedestrianisation and environmental improvements within the City Centre which reduce traffic flows in the centre and significantly add to the shopping experience of visitors to Sligo.

At the current time there are approximately 220 car parking spaces being provided through the two commercial off-street car parking areas and the Quay Street Car Park. The redevelopment of the area would require the replacement of this car parking in addition to new spaces.

Having examined the potential provision of car parking in the area, three options have emerged –

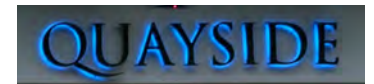
### OPTION 1

The provision of a multi-storey car park with 4 levels above ground level and two levels below ground level within the centre of the urban block bounded by Queenstore Road and Lower Quay Street.

### OPTION 2

The provision of a decked car parking system within the centre of the urban block bounded by Queenstore Road and Lower Quay Street (Parcel 1) with 1 level of car parking above and 2 levels of car parking below ground level. This option also allows for 2 floors of underground car parking beneath the block defined by Upper Quay Street and Lower Quay Street (Parcel 2)

Some on-street car parking could be maintained in the vicinity of Quay Street car park (southern edge), with consideration of car parking permits for local residents.



*Underground Car Park of Quayside Shopping Centre*



*Access to one of the private surface car parks in the area*

# 5. Future Development Framework

## 5.7.1 OPTION 1: Multi-Storey Car Parking with Underground Car Parking

The provision of a multi-storey car park in the area would be more commercially viable if established with one or more anchor tenants.

Commercial floorspace would be provided in blocks that front onto Queenstore Road and Custom House Quay, (The block fronting onto Custom House Quay may also contain a residential component that provides an opportunity to live and work in the same area).

The retail floorspace would principally accommodate restaurants and cafes, drinking establishments and local retail along Queenstore Road Custom House Quay and Lower Quay Road. This will bring vibrancy to the new riverside and also ensure that the public realm is busy, active and stimulating.

Because of the “big box” nature of the multi-storey car park it is critical that the residential amenities of the proposed residential component on Quay Road and Lower Quay Street are not detrimentally affected.

The external design and presentation of the façade of the multi-storey car park is critical to the courtyards it will overlook. It is imperative that it avoids the all too familiar layered

horizontal banding<sup>2</sup>. (See images on page 20).

For Option 1 it is envisaged that the multi-storey carpark will accommodate up to 650 spaces.

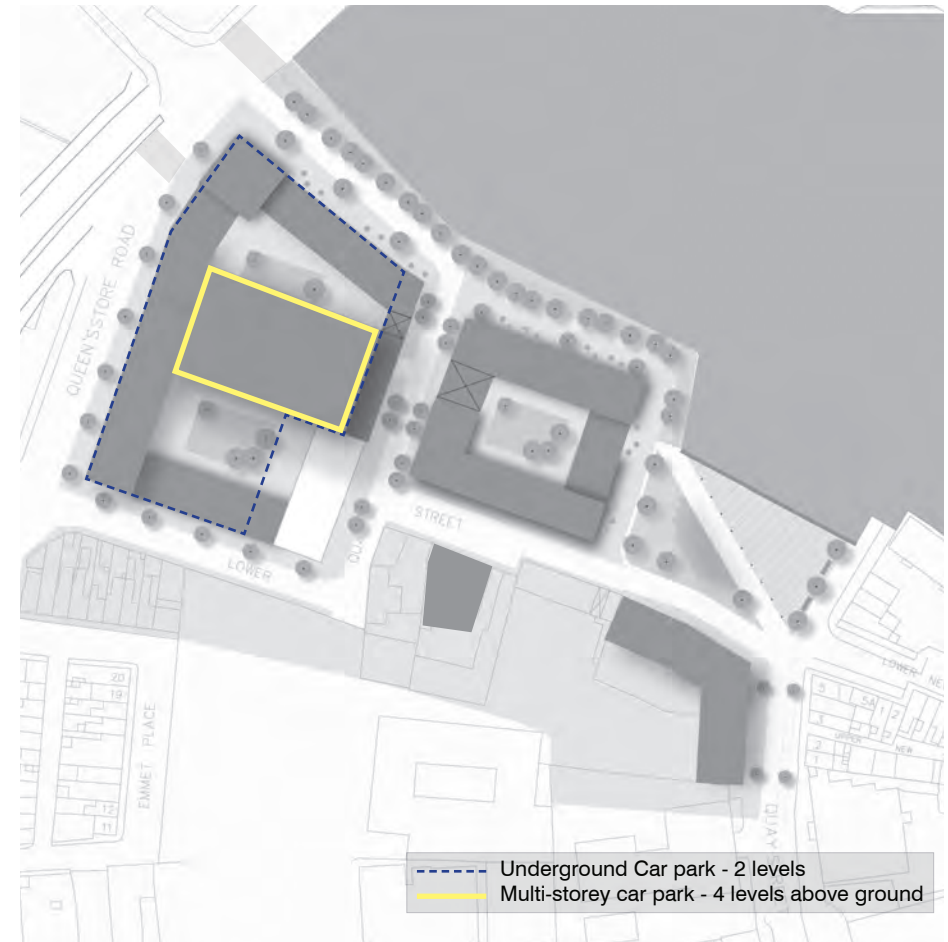
Given the proposed land uses for the area (please refer to sample mix in Table 1) a total maximum car parking requirement of 468 spaces would be needed. This allows for an additional 182 spaces to be made available for public parking.

Consideration is also given to the potential development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company at Lower Quay Street. This is detailed as part of Parcel 3 on page 22.

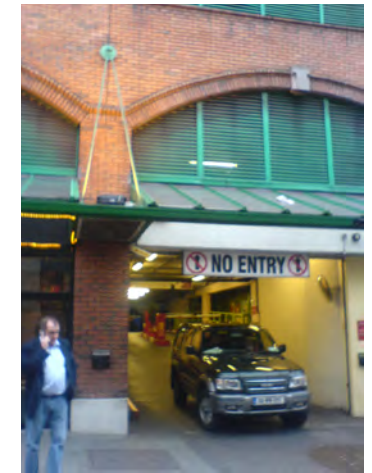
Recognition has also been given to the barrier effect that the Inner Relief Road creates immediately west of the site. Traffic management and pedestrian priority proposals will adequately enhance the connectivity between the site westwards towards the docks.

<sup>2</sup>A suitable reference design, which avoids the bland, horizontal affect typically seen, is the Fleet Street Car Park in Temple Bar, Dublin, designed by Anthony Cotter Architects. Refer to 'Irish Architect' 110, August/September, 1995.

Map 7 - Option 1



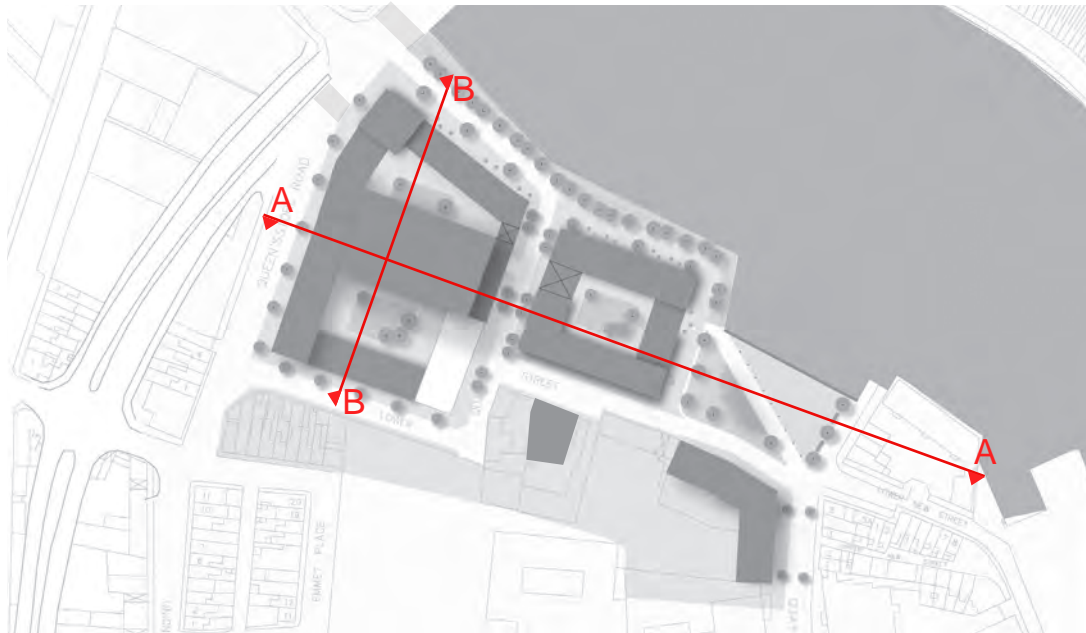
# 5. Future Development Framework



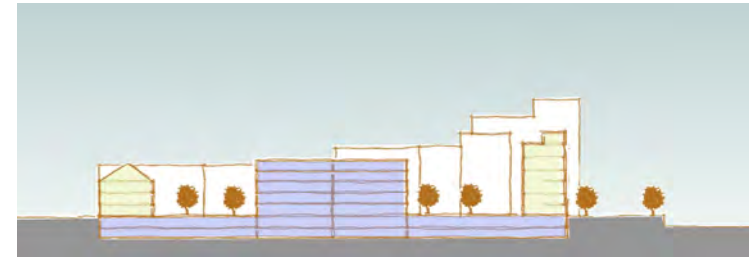
*Fleet Street Car Park in Temple Bar, Dublin, designed by Anthony Cotter Architects.*



# 5. Future Development Framework



OPTION 1 - Cross Section Plan

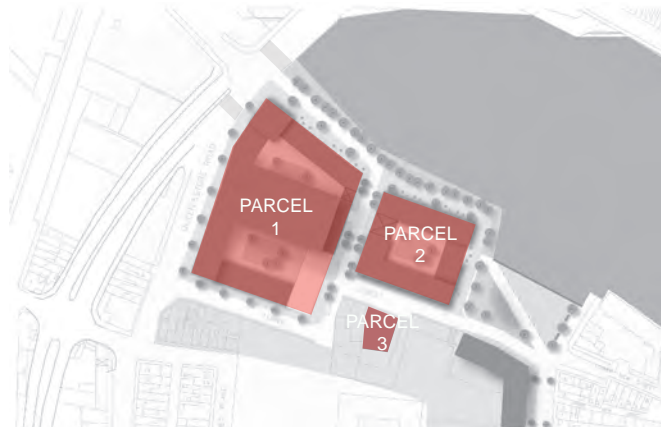


Option 1, Cross Section BB - Showing car parking arrangements

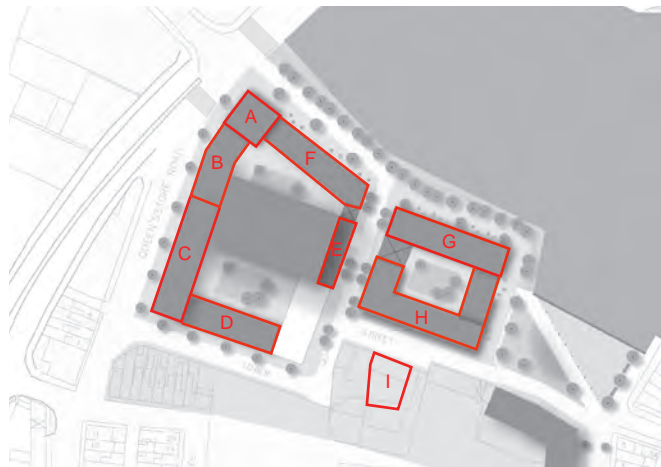


Option 1, Cross Section AA - Showing car parking arrangements

# 5. Future Development Framework



Plan showing Block Parcels



Plan showing Block Name

OPTION 1							
Block	Use	Max no of storeys-Floors	Gross Floor Area-m2/units	Service areas/circulation @20% of GFA	Net Floor Area	Car Parking Requirement	Car Parking Need Approx
<b>PARCEL 1</b>							
A	Hotel	10	2900m2	580	2320	1 space per 1.5 bedrooms	30
B	Office	6	2628m2	525.6	2102.4	1 space per 30m2	70
	Retail (Ground Floor)	1	438m2	87.6	350.4	1 space per 25m2	14
C	Residential	4	40 units			1 space per unit	40
	Retail (Ground Floor)	1	730m2	146	584	1 space per 25m2	23
D	Residential	4	24 units			1 space per unit	24
E	Residential	4	17 units			1 space per unit	17
	Retail	1	252m2	50.4	201.6	1 space per 25m2	8
F	Residential	6	58 units			1 space per unit	58
	Retail (Ground Floor)	1	621m2	124.2	496.8	1 space per 25m2	20
<b>TOTAL CAR PARKING REQUIREMENT FOR PARCEL 1</b>							<b>304</b>
<b>PARCEL 2</b>							
G	Residential	4	66 units			1 space per unit	66
	Retail	1	1201m2	240.2	960.8	1 space per 25m2	38
H	Residential	3	26 units			1 space per unit	26
	Retail	1	658m2	131.6	526.4	1 space per 25m2	21
<b>TOTAL CAR PARKING REQUIREMENT FOR PARCEL 2</b>							<b>151</b>
<b>PARCEL 3</b>							
I	Community	4	1428m2	285.6	1142.4	1 space per 15 seats	13 (based on a 200 seat theatre)
<b>TOTAL CAR PARKING REQUIREMENT FOR PARCEL 2</b>							<b>13</b>
<b>OVERALL PARKING REQUIRED</b>							<b>468</b>

Table 1 - Sample of development profile and required car parking standards

# 5. Future Development Framework

Map 8 - Option 2

## 5.7.2 OPTION 2: Underground Car Parking throughout Entire Block

Option 2 presents a residential led masterplan that will provide a maximum of 270 new townhouses and apartments and would provide 9,176 sq.m of commercial space to include a new landmark hotel and 3,648 sq.m of ground floor retail uses. Provision has also been made for 1,428 sq.m. of community uses in the form of extended theatre space for the Blue Raincoat Theatre Company. This is a maximum commitment and the detailed design may result in a lower figure.

Like Option 1, it is envisaged that the commercial floorspace would be provided in blocks that front onto Queenstore Road and Custom House Quay, The retail floorspace along Queenstore Road and Custom House Quay will bring vibrancy to the new riverside and enhance the evening economy.

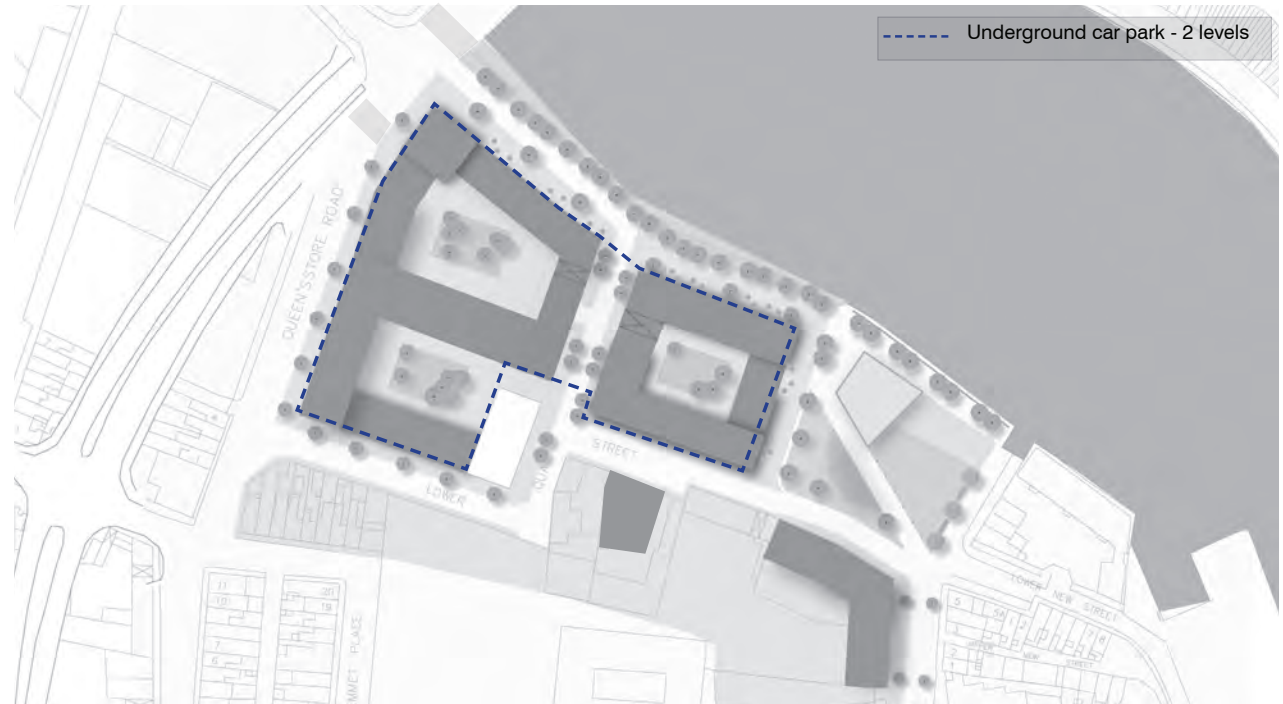
For Option 2 it is envisaged that the decked carpark will accommodate up to 400 spaces. Additional surface parking can be easily

accommodated on street. Beneath the block defined by Quay Road and Lower Quay Street (Parcel 2) 2 levels of underground parking will accommodate up to 120 car parking spaces. In total a car parking provision of 520 spaces can be accommodated.

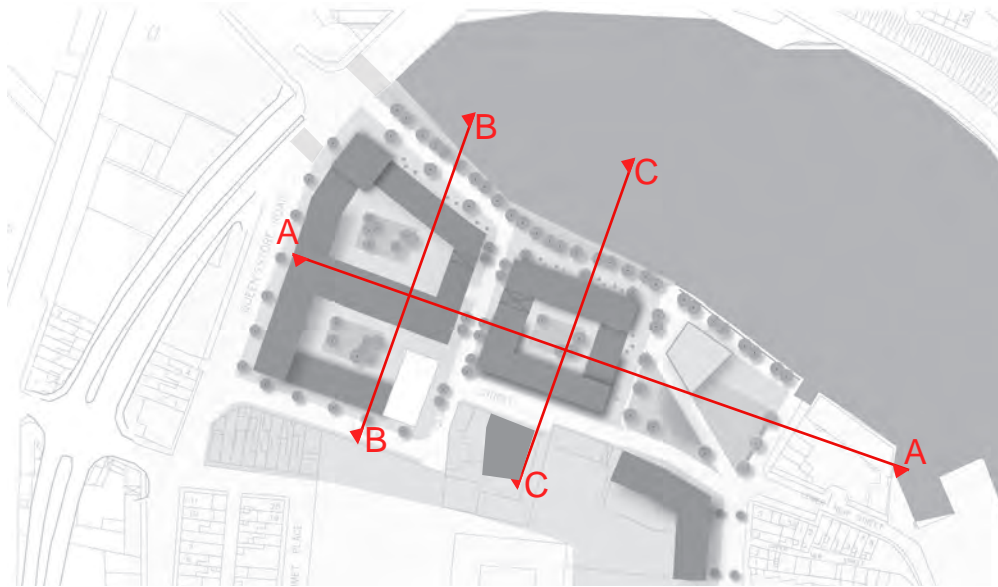
Given the proposed land uses for the area (See Table 2) a total car parking requirement of 498 spaces would be needed. This allows for an additional 22 spaces to be made available for public parking.

Like Option 1, consideration is also given to the potential development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company at Lower Quay Street . This is detailed as part of Parcel 3 on page 25.

Recognition has also been given to the barrier effect the inner relief creates immediately west of the site. Traffic management and pedestrian priority proposals will adequately enhance the connectivity between the site westwards towards the docks.



# 5. Future Development Framework



OPTION 2 - Cross Section Plan



Option 2, Cross Section AA



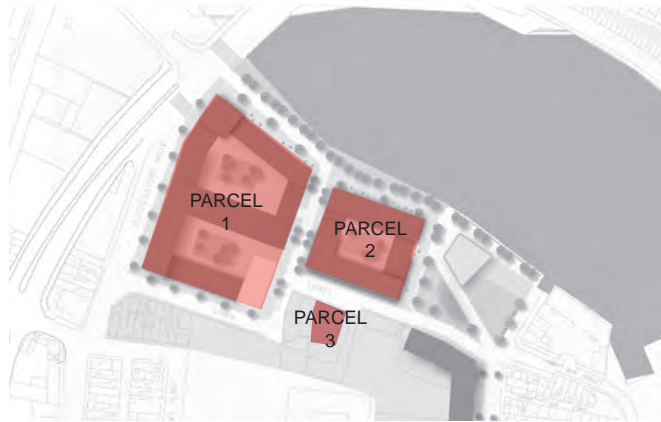
Option 2, Cross Section BB (Note two underground levels and one ground floor level providing a podium above which a central landscaped courtyard could be provided)



Option 2, Cross Section CC



# 5. Future Development Framework



Plan showing Block Parcels



Plan showing Block Name

OPTION 2							
Block	Use	Max no of storeys-Floors	Gross Floor Area-m2/units	Service areas/circulation @20% of GFA	Net Floor Area	Car Parking Requirement	Car Parking Need Approx
<b>PARCEL 1</b>							
A	Hotel	10	2900m2	580	2320	1 space per 1.5 bedrooms	30
B	Office	6	2628m2	525.6	2102.4	1 space per 30m2	70
	Retail (Ground Floor)	1	438m2	87.6	350.4	1 space per 25m2	14
C	Residential	4	40 units			1 space per unit	40
	Retail (Ground Floor)	1	730m2	146	584	1 space per 25m2	23
D	Residential	4	24 units			1 space per unit	24
E	Residential	5	56 units			1 space per unit	56
F	Residential	6	58 units			1 space per unit	58
	Retail (Ground Floor)	1	621m2	124.2	496.8	1 space per 25m2	19
<b>TOTAL CAR PARKING REQUIREMENT FOR PARCEL 1</b>							<b>334</b>
<b>PARCEL 2</b>							
G	Residential	4	66 units			1 space per unit	66
	Retail	1	1201m2	240.2	960.8	1 space per 25m2	38
H	Residential	3	26 units			1 space per unit	26
	Retail	1	658m2	131.6	526.4	1 space per 25m2	21
<b>TOTAL CAR PARKING REQUIREMENT FOR PARCEL 2</b>							<b>151</b>
<b>PARCEL 3</b>							
I	Community	4	1428m2			1 space per 15 seats	13 (based on a 200 seat theatre)
<b>TOTAL CAR PARKING REQUIREMENT FOR PARCEL 3</b>							<b>13</b>
<b>TOTAL CAR PARKING REQUIREMENT</b>							<b>498</b>

Table 2 - Sample of development profile and required car parking standards

# 5. Future Development Framework

## 5.8 Future Building Height and Massing

For both options 1 and 2 there will be a variety of building heights responding to the adjacent, existing, built form and the proposed character of the development site.

### Along the Quay

The general strategy is to create a dense spine of 4-7 storey development along the Quay Road to create a strong urban character to the street. At the Queenstores Road and Quay Street junction the height will increase to 9-10 storeys creating a gateway landmark adjacent to the river.

### Along Queenstore Road

Immediately south of the gateway landmark will be 6-7 storeys to create a strong, vibrant elevation addressing the main vehicular routeway into Sligo town along Queenstore Road.

### Along Lower Quay Street

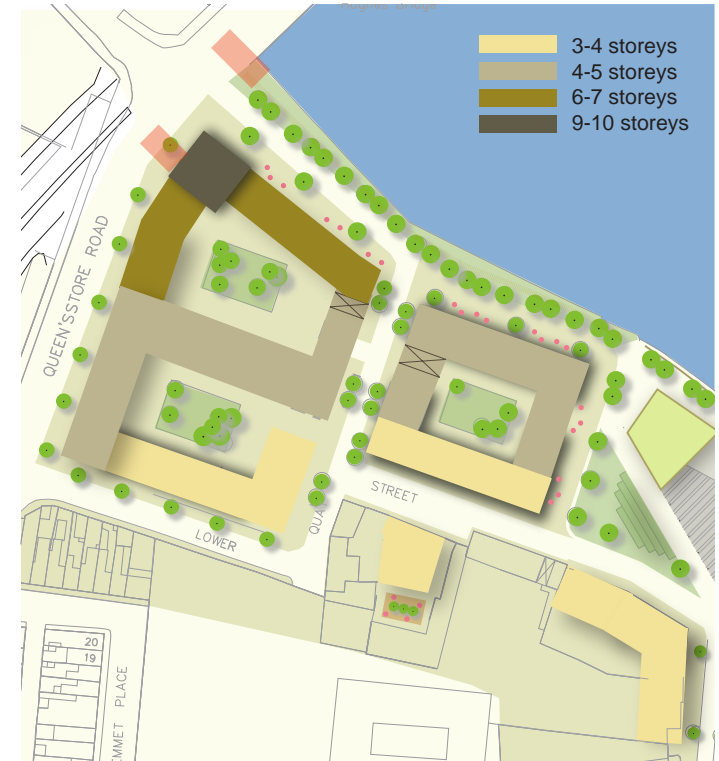
Generally this area will facilitate 3-4 storey development to respect the scale and massing of the existing built form (residential apartments).

Please refer to the Map 9A and B showing indicative building heights.

Map 9A - Option 1 - Building Height & Massing  
Set-backs at upper levels could be considered subject to an assessment of daylight & sunlight impacts



Map 9B - Option 2 - Building Height & Massing  
Set-backs at upper levels could be considered subject to an assessment of daylight & sunlight impacts



# 5. Future Development Framework

## 5.9 Design of the Civic Space

### 5.9.1 Quay Square

The creation of a new civic space involves the removal of car parking at Quayside Car park. Public consultations highlighted the lack of green open spaces in the city centre and suggested the landscaping of the area. Other submissions highlighted the possibility of relocating the farmers market from the Sligo Institute of Technology to this location. The point was made during the public consultation workshop, that the Quayside area would be better suited than Stephen's Street Car Park for the provision of a farmer's market as it potentially would be easier for patrons to access local car parking especially for those with a larger or weightier quantity of goods (e.g., a sack of potatoes).

In order to facilitate the local desire for more green areas in the city centre and to facilitate the **multi-purpose function** of such a civic space in an urban area, i.e., one that could cater for outdoor entertainers, street festivals, music festivals, Christmas Fairs, and/or farmer's markets, it is proposed that the **design should facilitate both a green area and a hard paved area**. On fine warm summer days, green areas of cities can be attractive places to catch the sun and even lay down. It is therefore proposed that the western side of the Civic Square would incorporate a green area, while the eastern side would be hard landscaped.

Two options have been identified. Specifically they correspond with the possible provision of an underground car park. The greater the area the greater the number of spaces that can be provided.

**Option 1** seeks to retain the existing quay walls and transform the current Quay Street car park into a high quality landscaped civic space (Refer to Map 11, page 32).

**Option 2** seeks to extend the quay wall out to the north of the Quay Street car park and create a pedestrian/cycle link from the former Quayside car park to the front of the apartments on the east side of Quay Street Car Park (as shown in Map 12, page 33).



*Civic space design*



*Potential for underground car park at Quay Street car park with civic space above*

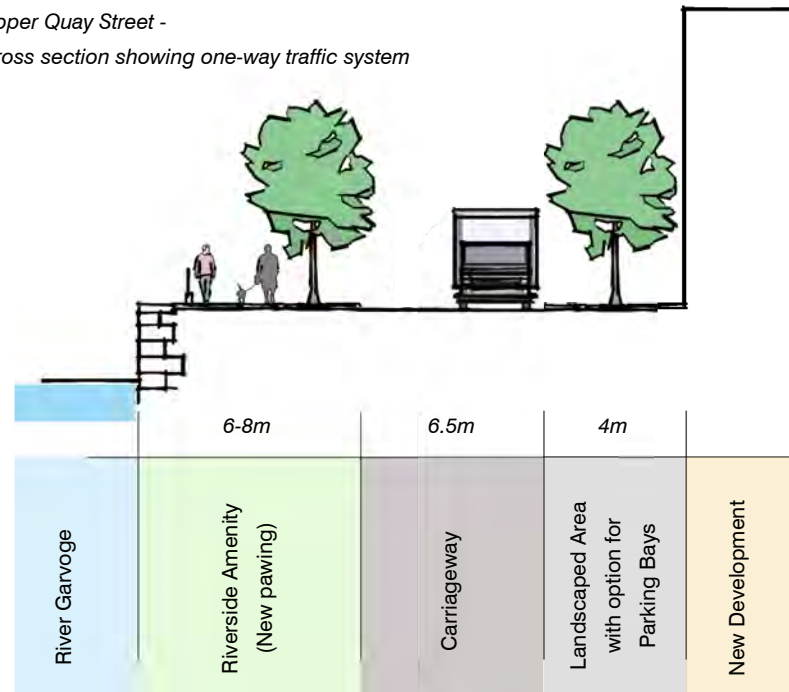
# 5. Future Development Framework

## 5.9.2 Other Waterfront Areas



Old Quay Walls - Suggested removal of existing barrier with re-design and replacement with more aesthetically pleasing railings.

Upper Quay Street -  
Cross section showing one-way traffic system



Despite lack of seating people are naturally drawn to the waterside

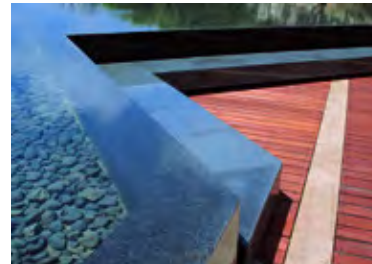
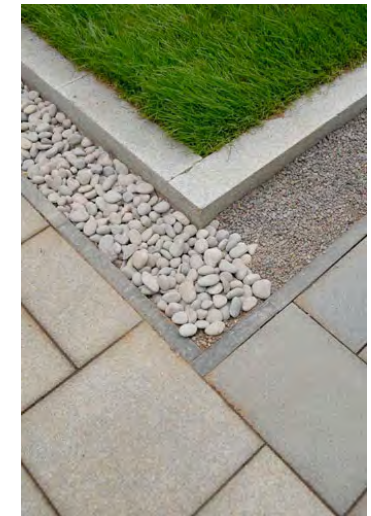




# 5. Future Development Framework

## 5.10 Materials & Colours

Sligo Borough Council has implemented many environmental improvements along the Garvoge River which use a distinct palette of materials and colours and should be considered for the future design of the Civic Square on Quay Street car park.



*High quality finishes will be required as these examples*

# 5. Future Development Framework

## 5.11 Relocation of Famine Sculpture.

Proposals for the new Civic Square may require the relocation of the existing Famine sculpture in the centre of the car park. Exact location to be determined at detailed design stage.

## 5.12 Retention/Reinstatement of Slipway

The slipway in the area appears to have existed since at least 1837. It is the only slipway between Sligo Town and Rosses Point – a distance of approximately five miles. Furthermore, it is the only slipway in Sligo Town that lies below the weir/rapids at Hyde Bridge and therefore is an important asset from a safety point of view. The slipway is frequented by families and individuals to feed the congregation of swans and mallard that converge in its vicinity, thus it is an important amenity feature in more ways than one. Any development of the civic square will be required to

maintain the slipway or reinstate a new slipway as part of any quay extension to ensure boat access to the river.

## 5.13 Architectural Design

High quality architectural designs will be a priority. All planning Applications shall be accompanied by a design statement with 3D graphics showing how the proposed building/s will integrate or improve on the existing streetscapes and/or other proposed developments in the area.

The urban design framework envisages that the south side of Quay Street Car Park could be redeveloped so as to provide a greater consistency in the overall composition and design.



*These images convey the varying architectural treatment of traditional and modern buildings side by side with one, two, three & four storeys. Roof planes are flat and pitched at varying angles providing a less unifying composition*



*Famine Sculpture*



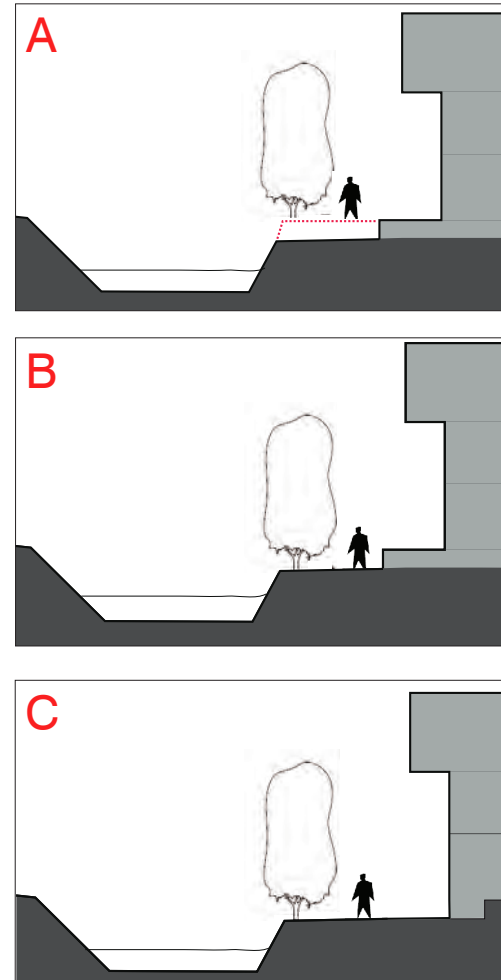
*Tidal areas should be cleaned of litter*

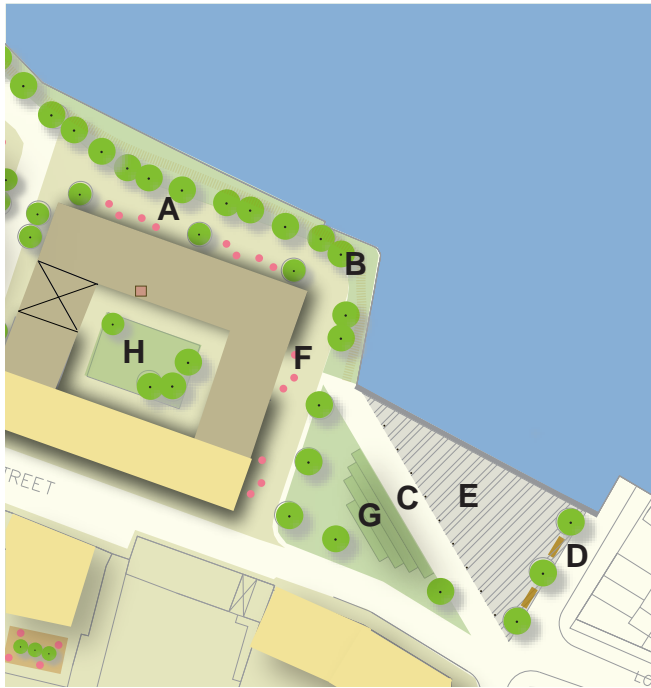
# 5. Future Development Framework

## 5.14 Flood Defences

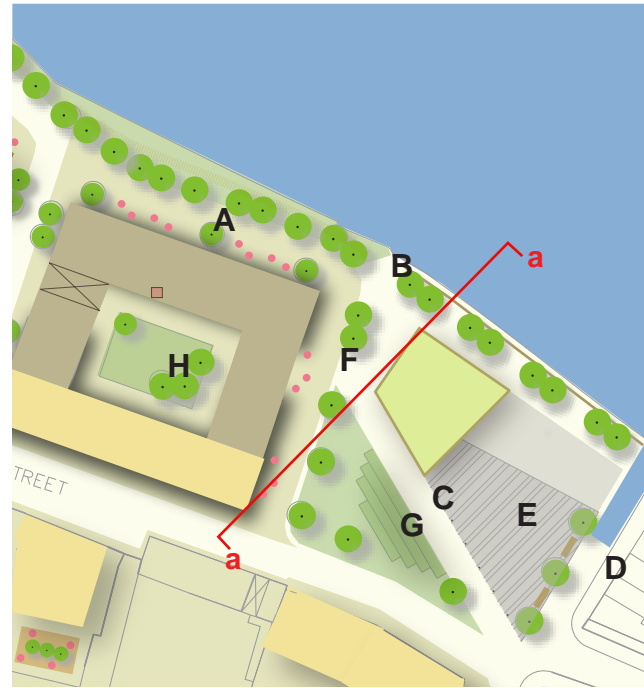
All proposed new development along will need to manage flood risk. It is essential to the quality and character of the riverside that flood defences are designed as an integral part of the public realm and are to be treated as a design opportunity. The Department of the Environment, Heritage and Local Government as well as Sligo Borough Council shall be consulted at the outset of the design process to provide the necessary guidance on flood mitigation.

The following illustrates three methods for mitigating flood risk. These are:  
**A** Raise land levels up to the required threshold.  
**B** Raise levels up to the required threshold around the perimeter of the building.  
**C** Raise levels up to required threshold internally within the building





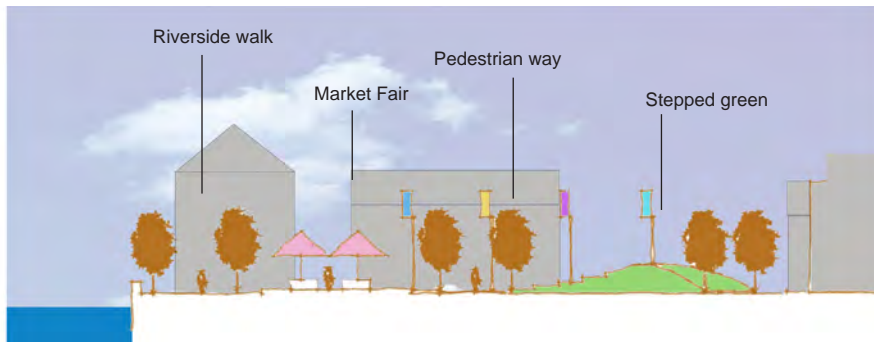
Map 10A - OPTION 2A - Design of Quay Square with possible underground car park



Map 10B - OPTION 2B - Design of Quay Square with possible extended underground car park

**KEY**

- A Pedestrianised street with high quality paving, seating and lighting
- B Focal feature at end to draw users through the civic space
- C Lighting to provide night interest
- D Seating area under tree canopies with views to river
- E Open square with event capacity
- F Shared route flush with square and paved with same material in a different bond to create distinction but with a pedestrian priority
- G Sloping green to shelter area from prevailing winds with sittable grasses steps, ideal for people watching
- H Semi public open spaces with landscaped green areas



Section aa





**KEY**

- A Tree planting to link Lower Quay Street to the riverfront
- B Pedestrianised street with high quality paving, seating and lighting
- C Landmark Building
- D Lighting to provide night interest
- E Seating area under tree canopies with views to river
- F Open square with event capacity
- G Shared route flush with square and paved with same material in a different bond to create distinction but with a pedestrian priority
- H Focal feature at end to draw users through the civic space
- I Semi public open spaces with landscaped green and provision for surface car parking
- J Sloping green to shelter area from prevailing winds with sittable grasses steps, ideal for people watching
- K Street tree planting to Queenstore Road
- L Existing residential block
- M Multi-storey car park
- N Arched Passageways
- N1 Arched Passageway with steps up to interior courtyard
- O Development of additional floor-space and an internal courtyard for the Blue Raincoat Theatre Company
- P Pedestrian priority measure to enhance connectivity between the site westwards towards the docks.



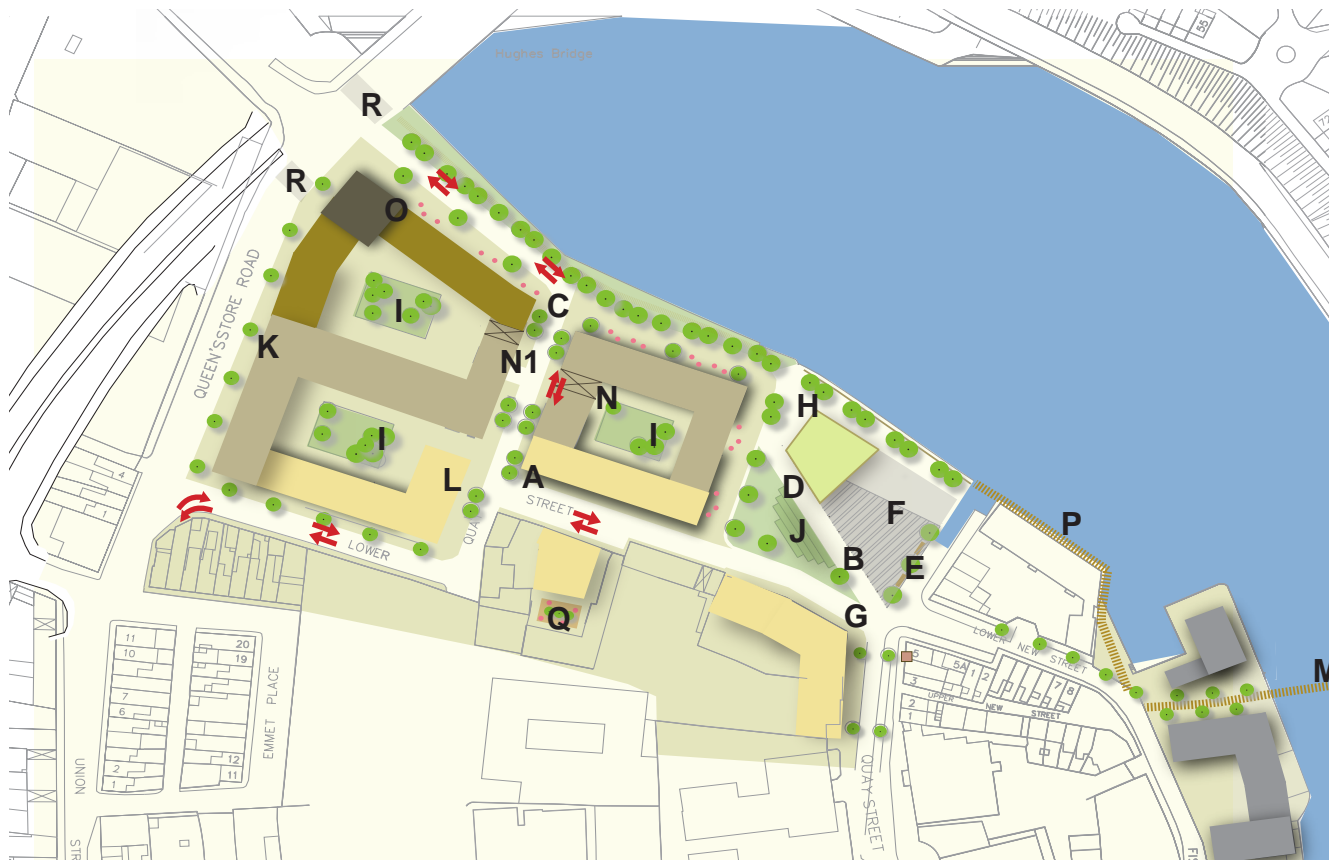
Future vehicular circulation patterns



Entrance to multi-storey car park

**Map 11: OPTION 1 - Urban Design Framework**

This option seeks to retain the existing quay walls and transform the current Quay Street car park into a high quality landscaped civic space and to provide a multi-storey car park with the capacity to accommodate 650 car parking spaces.




Map 12: OPTION 2 - Urban Design Framework

This option is residentially led and seeks to extend the quay wall out to the north of the Quay Street car park and create a pedestrian/cycle link from the former Quayside car park to the front of the apartments on the east side of Quay Street Car Park. It is envisaged that the underground carpark will be able to accommodate up to 520 parking spaces.

**KEY**

- A Tree planting to link Lower Quay Street to the riverfront
- B Pedestrianised street with high quality paving, seating and lighting
- C Outdoor cafe seating area
- D Lighting to provide night interest
- E Seating area under tree canopies with views to river
- F Open square with event capacity
- G Shared route flush with square and paved with same material in a different bond to create distinction but with a pedestrian priority
- H Focal feature at end to draw users through the civic space
- I Semi public open spaces with landscaped green and provision for surface car parking
- J Sloping green to shelter area from prevailing winds with sittable grasses steps, ideal for people watching
- K Street tree planting to Queenstore Road
- L Existing residential block
- M Pedestrian/cycle bridge
- N Arched Passageways
- N1 Arched Passageway with steps up to interior courtyard
- O Landmark Building
- P Option for pedestrian access along waterfront
- Q Development of additional floor-space and an internal courtyard for the Blue Raincoat Theatre Company
- R Pedestrian priority measure to enhance connectivity between the site westwards towards the docks.

 Future vehicular circulation patterns