A black and white photograph of a river scene. In the foreground, a dam with a waterfall is visible, with water cascading over its edge. The river flows from the dam towards the background. On the left bank, there is a large, multi-story stone building with many windows and a chimney. Other smaller buildings are visible along the riverbank in the distance. The sky is overcast.

NUNS' ISLAND

THE EDGE OF CENTRE

Initial thoughts on place making

Local residents

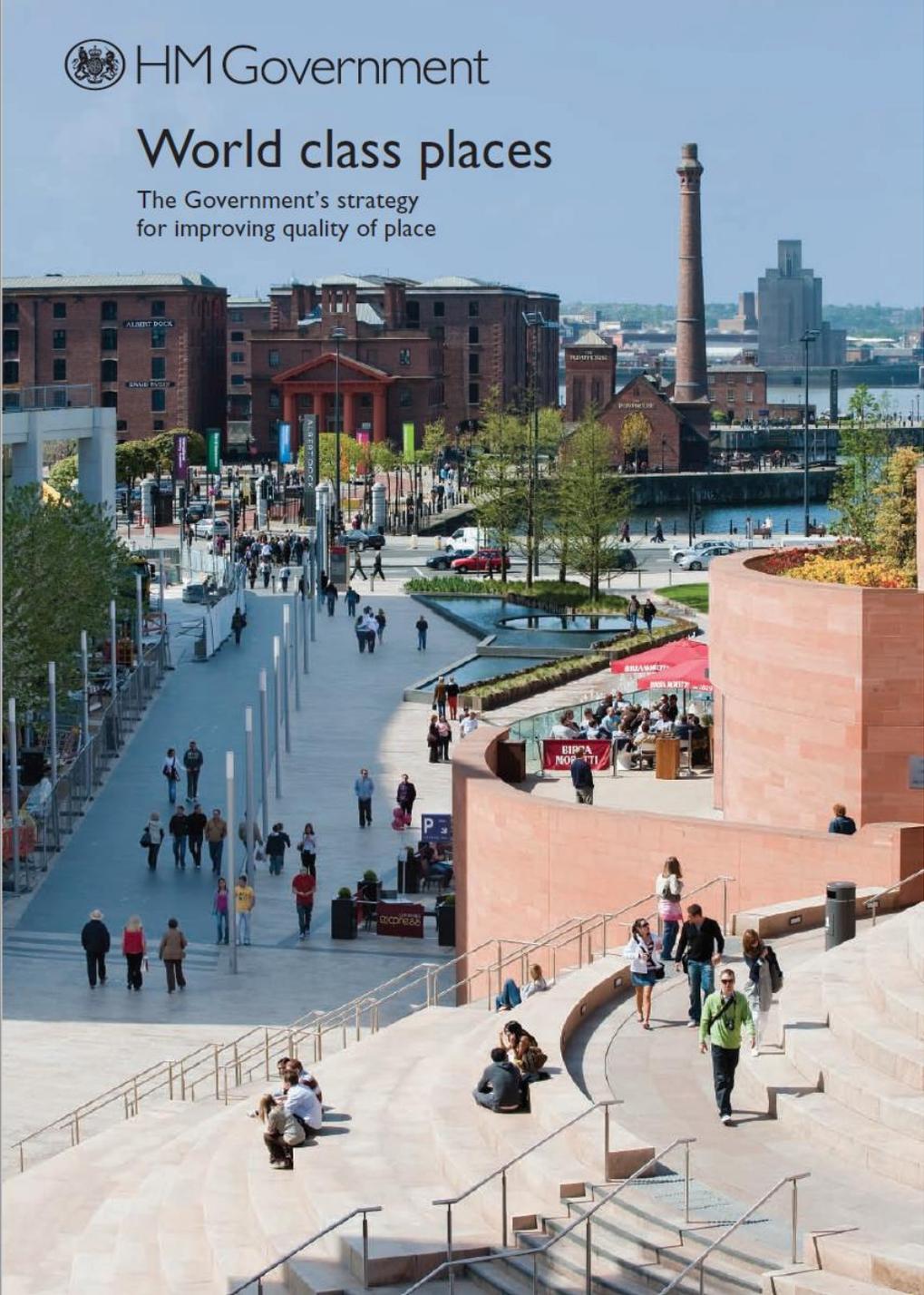
13th February 2019

WHAT IS A MASTERPLAN ?



World class places

The Government's strategy for improving quality of place



High quality places – the four elements of quality of place





COMMUNITY



CULTURE



NUNS ISLAND
THEATRE

YOUTH



SANCTUARY



HOMES



ECOLOGY



HERITAGE



CAMPUS



SOME QUESTIONS

**IF YOU WALKED THROUGH NUNS' ISLAND IN 2050-
WHAT SHOULD IT LOOK LIKE?**

1.

**WHO SHOULD PARTICIPATE IN THE
MASTERPLAN PROCESS?**





1999

Year of first consultation

6 981

Number of visitors welcomed to the Maison de La Confluence in 2015

SHARE !



The First Sustainable Neighbourhood in France



The Confluence became the first WWF certified sustainable district in France. The NGO (Non-Governmental Organization) thus recognised the achievements of the existing constructions and set very high expectations for the rest of the project. In 2020, La Confluence's CO2 emissions will not exceed those for the year 2000, despite the significant increase in the number of residents and employees.

Confluence Masterplan, Lyon

LISTENING !

Handwritten notes on a piece of paper, including a coffee cup and a marker.

PLANNING
INTER-
LACKS LEARNING VARIETY
FOCUS.

ATTRACTIVE
INVITING.
LACKS SUSTAINABILITY
FOCUS.

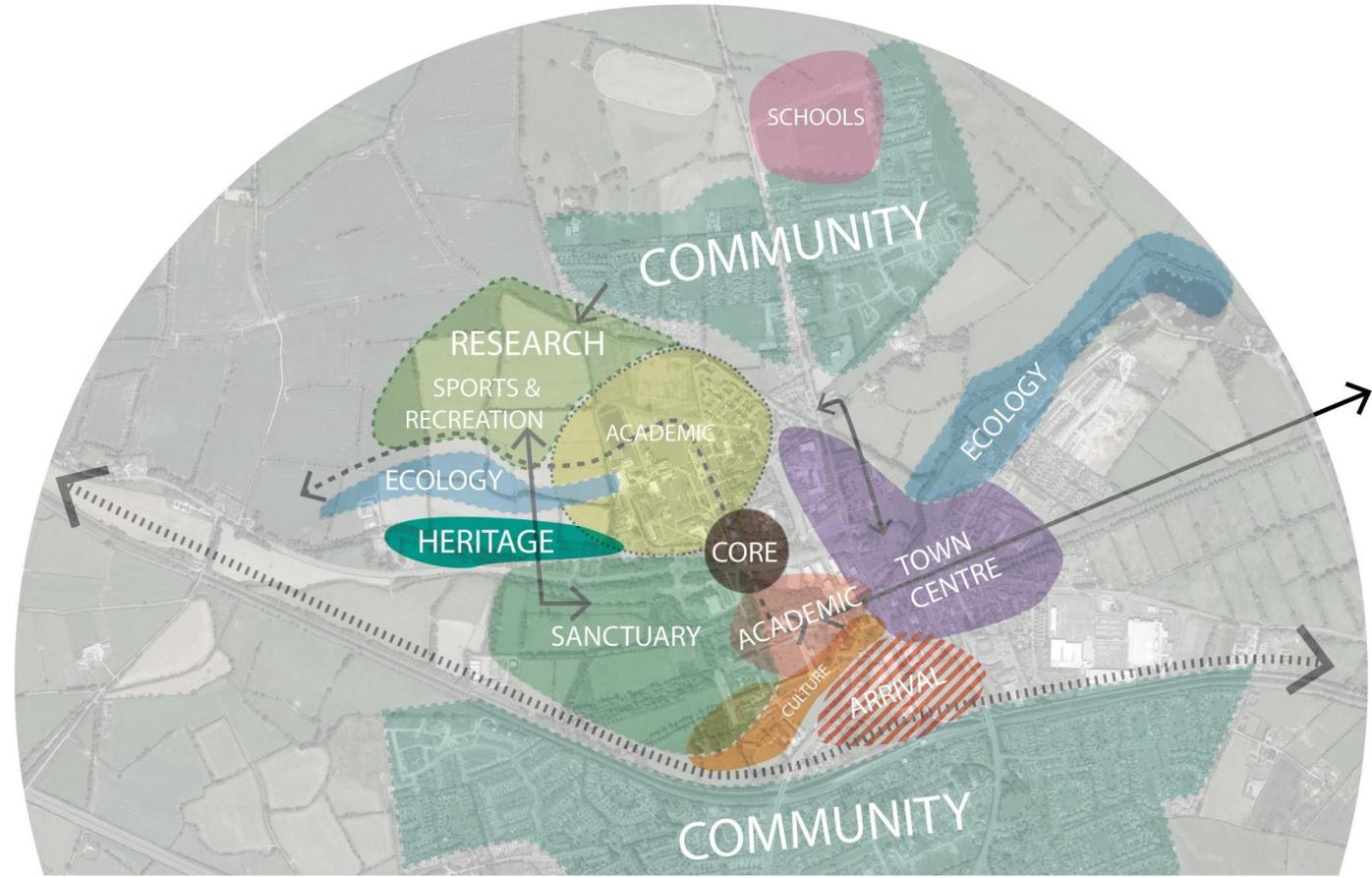
- Getting to Campus/Matth
- Getting around Campus
- Environment on Campus and
- Spaces between buildings
- Legacy issues - Development of town, campus
- SPCM (St. Patrick's) - agreement N.B. *
- Fully pedestrianised circuit around North Campus → cycling → change in relationships? → people not cars
- Signage - from Train Station
- Connection from Station to Campus
- Smoke free areas
- Chewing Gum Ban *

OTHER KEY STAKEHOLDERS:

- TRANSPORT PROVIDERS/PLANNERS
- Local Authorities

CONFERENCE SPACE

- CAUS A NECESSITY ⇒ N.B. TO FACTOR IN
- LIGHTING - APPEARANCE
- SECURITY
- SHELTER - Bus stops
- BIKES
- INCENTIVISE BEHAVIOUR CHANGE TO UNDERPIN DESIGN
- BIODIVERSITY POSITIVE PLANS
- ALTERNATIVE POWER
- TIME FRAME? NEXT BUILDING?
- SENSE OF NEED TO EXPLICIT ACC. DIFF. LEARNERS - SEEMS QUITE TRADITIONAL





COMMUNICATE !



DEBATING !

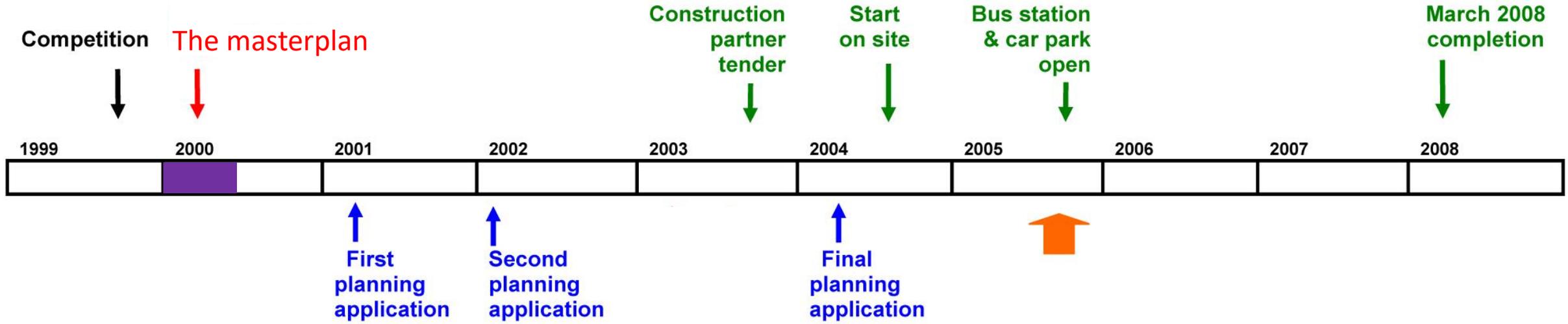
SOME QUESTIONS

**HOW DO WE RESPECT THE RICH TRADITIONS AND
COMMUNITIES OF NUNS ISLAND?**

2.

**HOW LONG DOES THE MASTERPLAN
PROCESS TAKE?**

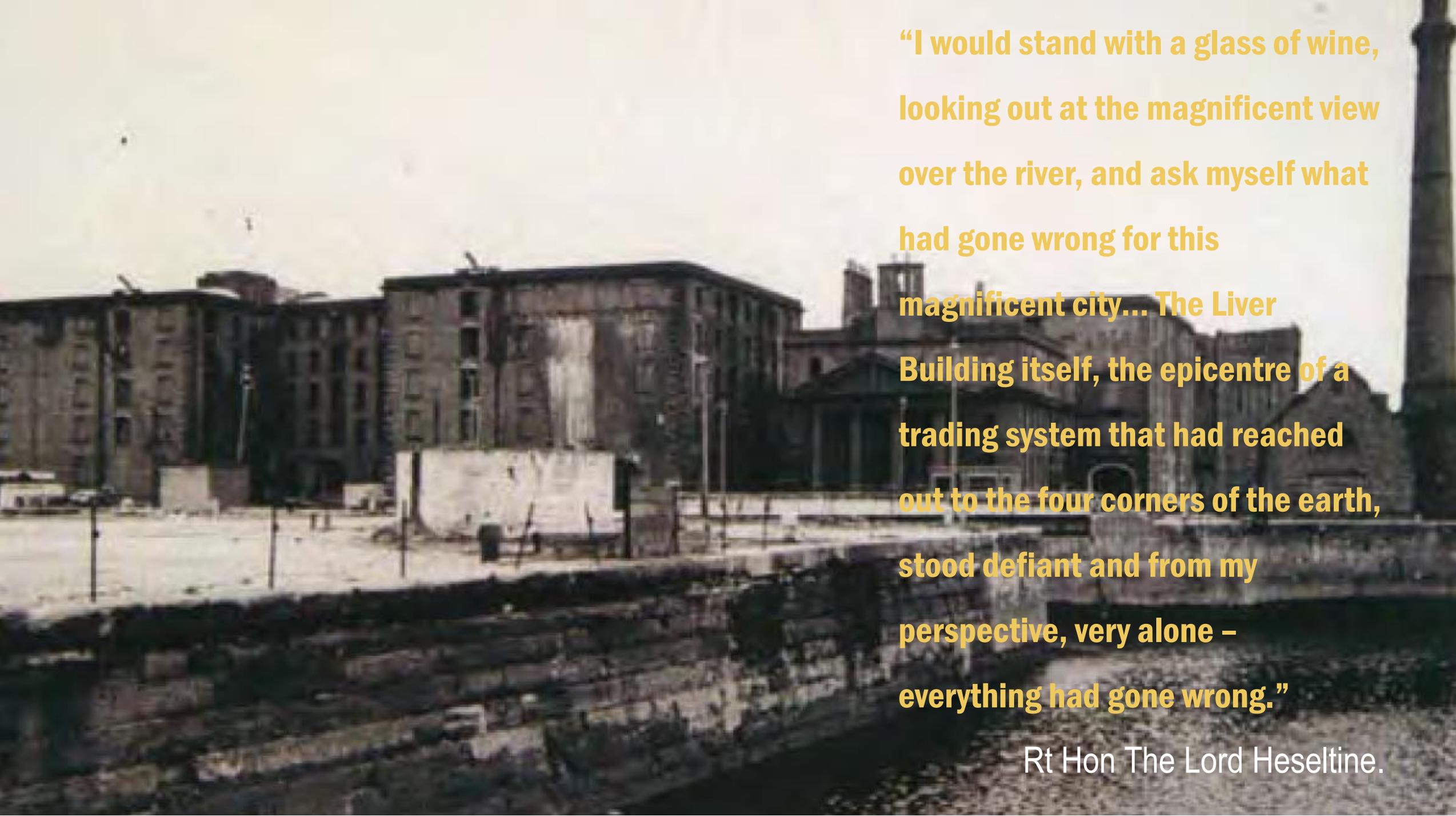
Timeline



**WHAT DOES A GOOD MASTERPLAN
ENABLE-A LIVERPOOL TALE?**

LIVERPOOL ONE

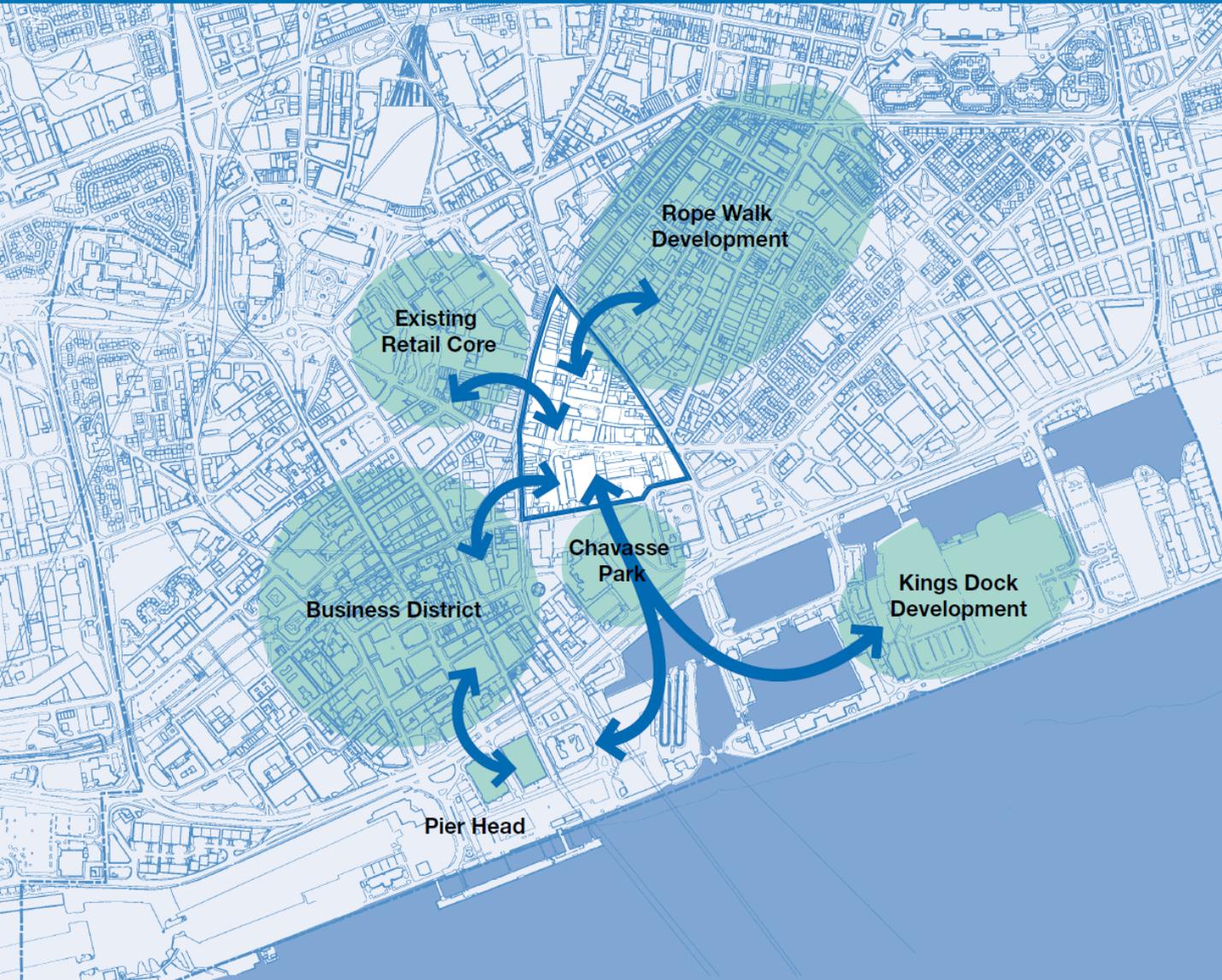


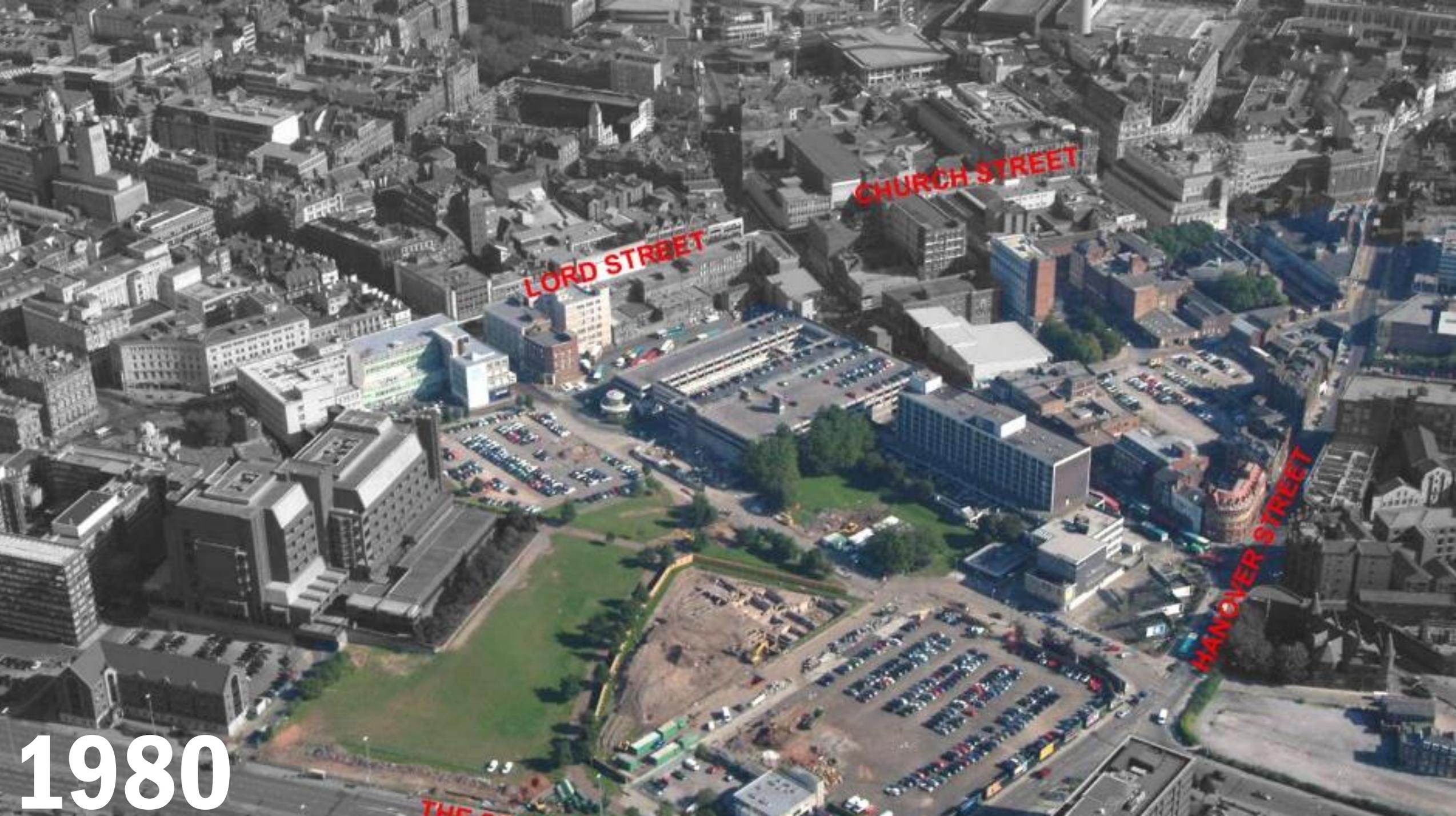


**“I would stand with a glass of wine,
looking out at the magnificent view
over the river, and ask myself what
had gone wrong for this
magnificent city... The Liver
Building itself, the epicentre of a
trading system that had reached
out to the four corners of the earth,
stood defiant and from my
perspective, very alone –
everything had gone wrong.”**

Rt Hon The Lord Heseltine.

Opposite: One of the key diagrams produced in the first few weeks of the project. Strategic analysis examining retained buildings and streets, anchor positions, integration of public space and key linkages. Many of these initial thoughts were carried through and executed in the final scheme.





LORD STREET

CHURCH STREET

HANOVER STREET

1980

THE S...





PARK



DAY



NIGHT

SOME QUESTIONS

**HOW DO WE CREATE A SAFE ENVIRONMENT FOR
ALL?**

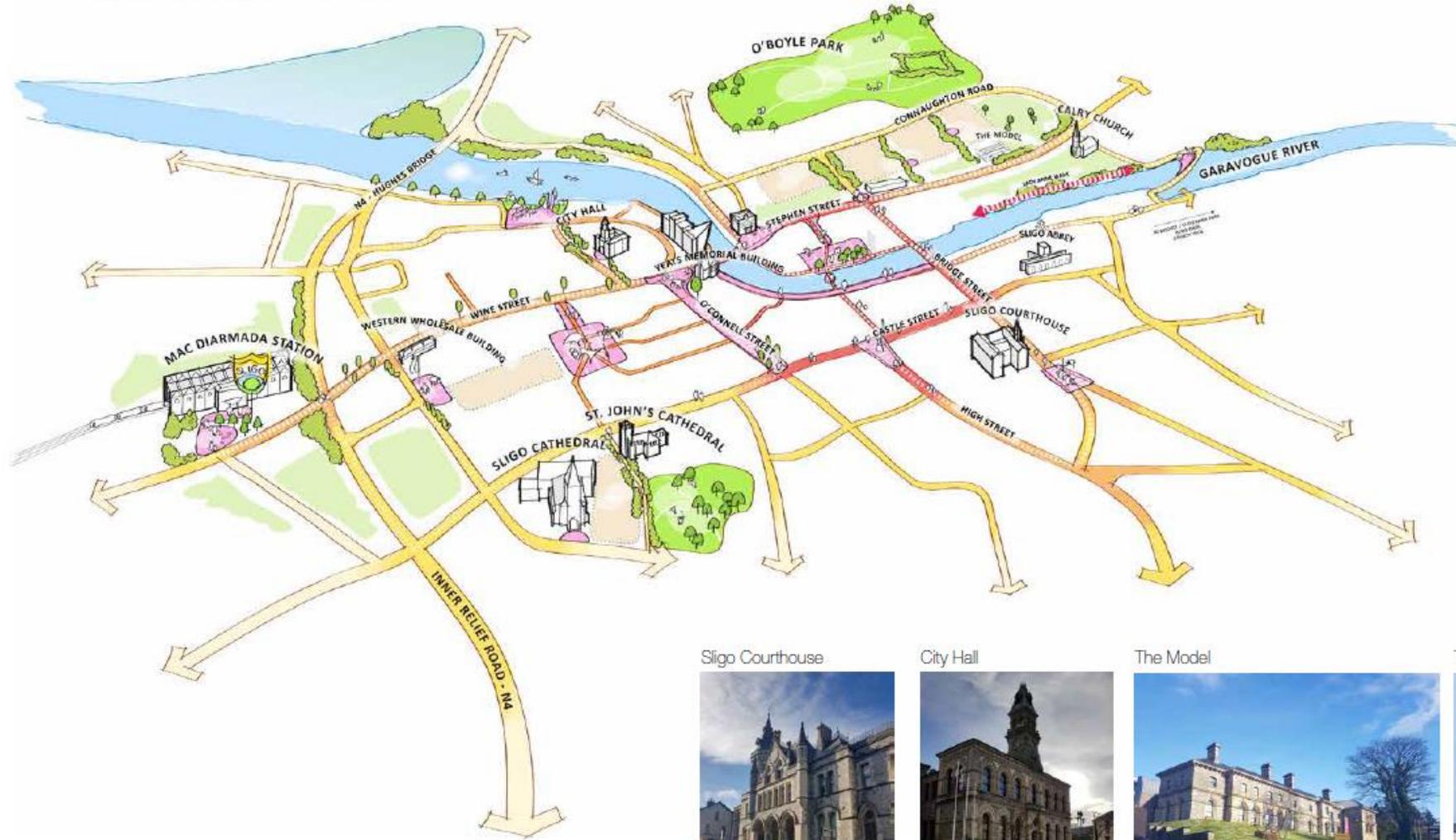
3.

WHO WILL USE YOUR MASTERPLAN?

- **Statutory agencies**
- **Community Groups**
- **Developers**
- **Interested parties**
- **Funders and investors**

Key buildings

There is a rich array of heritage and architecture within Sligo. These assets need to be enhanced in terms of their setting, connectivity and ease of access.



Sligo Courthouse



City Hall



The Model



The Glasshouse Hotel



Enhance the image and setting of this historic city through the enhancement of its streets and spaces, conservation of its built heritage, encouraging people to explore, businesses to flourish and creating a vibrant street scene.



Street hierarchy

The layout of the city, its compact nature and the concentration of uses allows the definition of a clear and defined hierarchy of streets and spaces.

The strategic approach to the three zones is as follows:

Core streets (Red)

- a defined heart of the city centre
- a pedestrian focus
- minimal car parking with car-free areas

Extending Streets (Orange)

- a natural progression from the city core
- an even balance between cars and pedestrians

Adjoining streets (Yellow)

- continuity through wayfinding
- acceptance of on-street parking and vehicle priority



Mobility

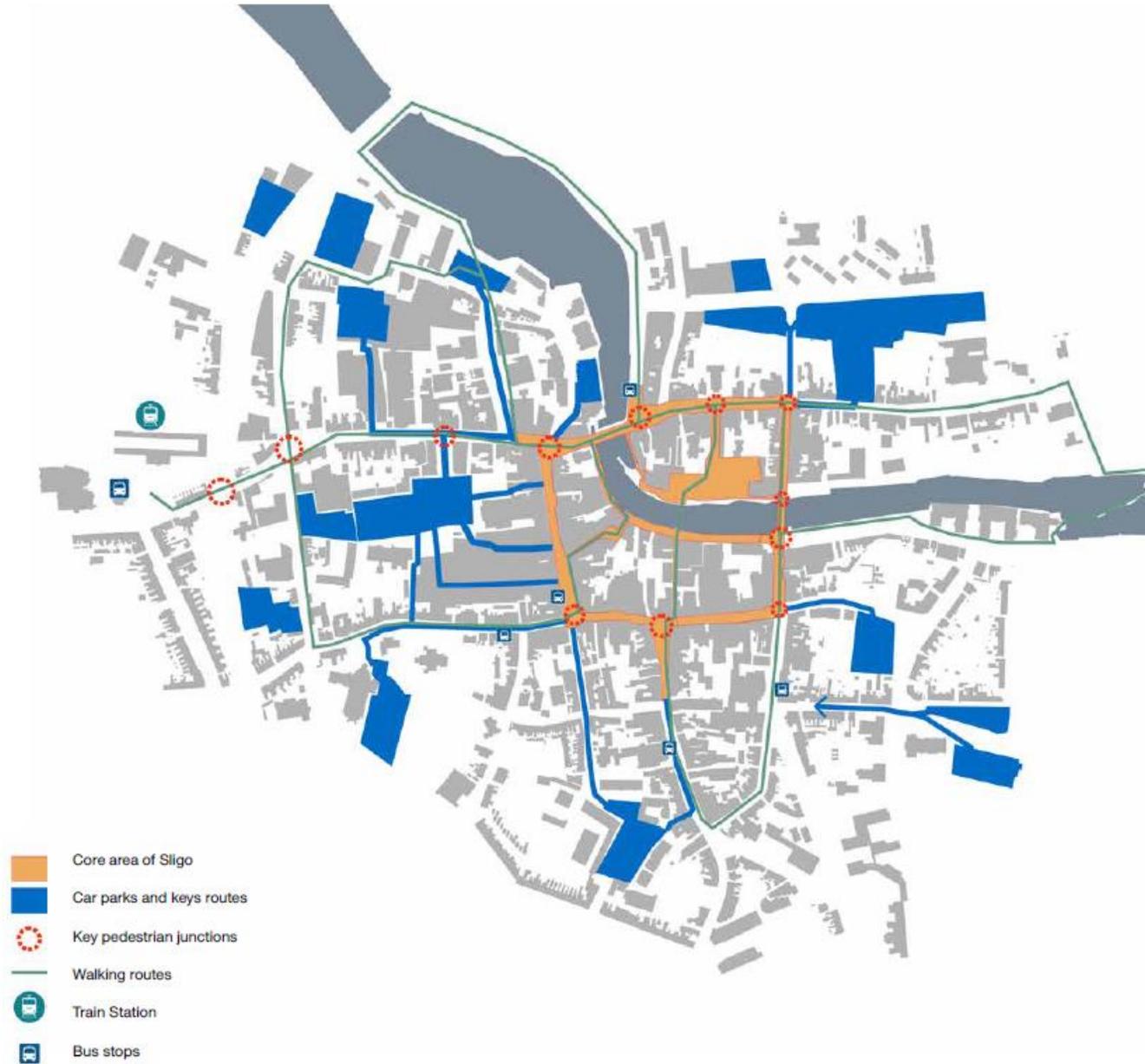
Movement, connectivity and accessibility are all key success factors for towns and cities. In order to enhance the public realm of Sligo key interventions will necessitate the displacement of car parking. A strategy of improving the connections to existing retained car parking, both physically and through wayfinding, must therefore take place in advance.

The adjacent diagram defines the following:

- Links to car parks to and from the core area which need to be enhanced.
- Pedestrian crossing points which need to be reviewed to improve the ease of movement.
- The public realm within the core area which needs to be consistent in quality and design.
- Walking routes to link the heritage and cultural assets of Sligo.

All interventions must be universal design and put people first. This is supported by the findings of a walkability survey;

- Pedestrian priority will be a focus for the core of the city.
- Radial car parks will promote less on-street parking.
- Improved links where feasible between car parks and the core area. Capital works will be undertaken to improve the quality of the public realm.
- Improvements are required to key junctions and pedestrian crossing points.
- Universal design must be employed in the design process of any future proposals.
- Wayfinding to and from car parks surrounding the core area must be enhanced.



Guiding principles

1. Put people first. Design spaces for people.

Apply the principles of universal design to all interventions in the built environment.

2. Simplify the streetscape.

This includes decluttering (signage, street furniture, projecting structures, bollards, etc) and the coordination of street components.

3. Ensure consistency in design and use of materials.

Use an appropriate palette of high-quality paving including natural stone relative to heritage, use and location within the city.

4. Create memorable and identifiable spaces where people want to be.

5. Protect and enhance Sligo's character and heritage.

6. Design spaces to be flexible and suitable for multiple uses.

7. Resist overdesign. Improve the visual appearance of places with appropriate public art, lighting schemes and high-quality paving.

8. Ensure that all public realm improvement projects / works support the proper function.



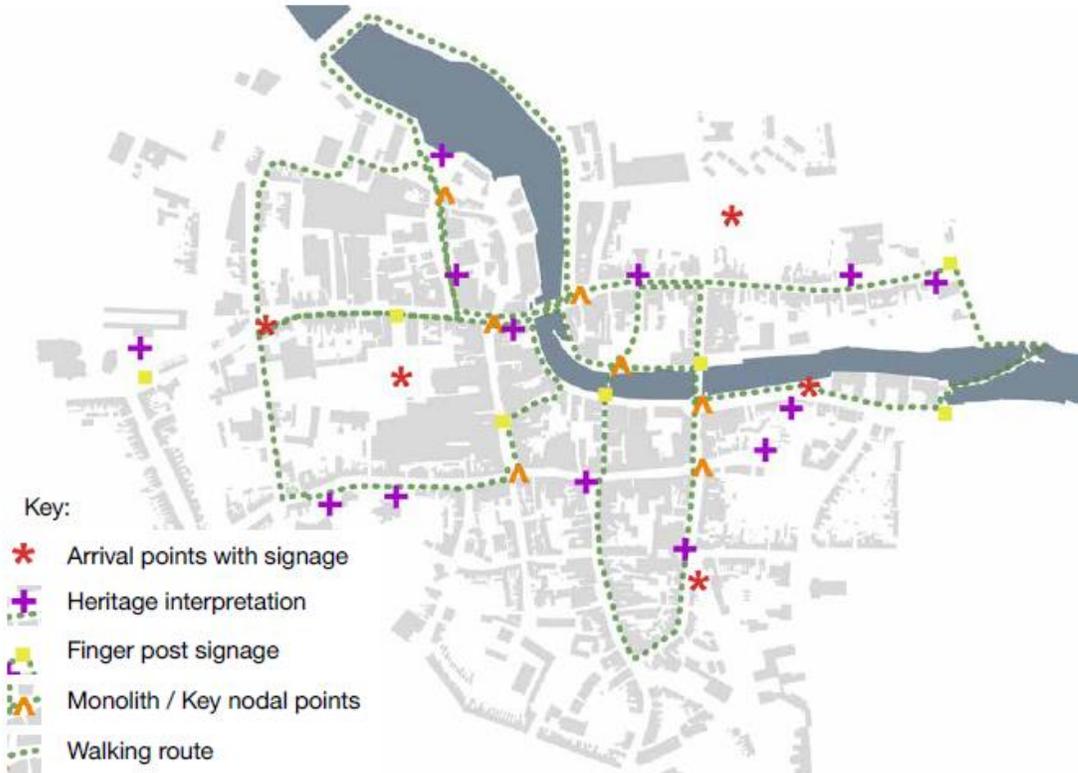
Signage and wayfinding

There are essentially three types of signage within the public realm:

- Vehicle: statutory highways signs should be kept to a minimum and rationalised wherever possible to avoid clutter.
- Directional: as part of a city centre way finding strategy. This should be a coordinated family of forms including maps at key arrival points, monoliths at decision points and finger posts to aid orientation.

- Interpretation: graphic signs or plaques should be positioned next to buildings and points of interest that have a historic, cultural or architectural importance linked to a discovery trail.

Signage can be coordinated where possible with light columns, bollards or building mounted. All signage should be durable with the possibility of changing text / information.



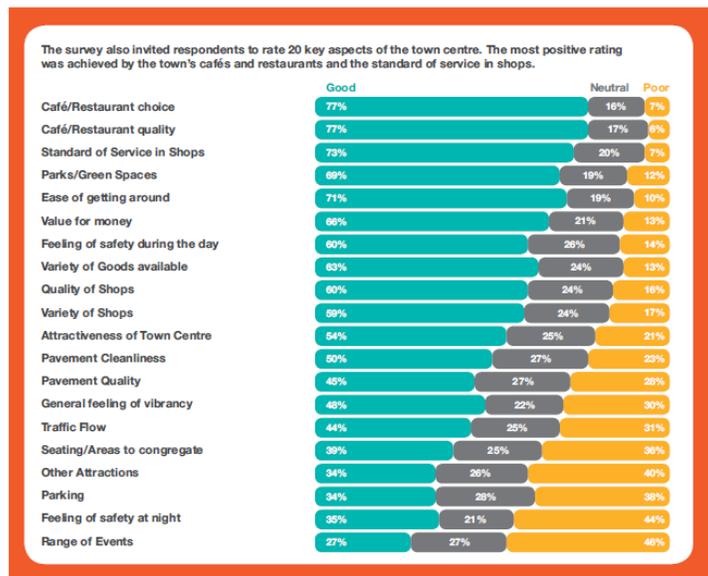
Actions

Carry out a wayfinding and signage masterplan and implement it prior to making significant changes to the public realm, to aid connectivity between interest points and car parking.

Health check findings

Tralee Town Centre Health Check Report 2017

Rating...



Opinions...

Shoppers' Opinions of Tralee Town Centre...

The study indicates that respondents are most likely to associate Tralee Town Centre with Shopping.

Indeed, 59% of respondents were in the town centre to shop on the day they were surveyed. Over three-quarters of respondents shop in Tralee at least once per week and Tralee is the main shopping town for both clothing and food shopping for over 90% of respondents. However, these shoppers are more likely to shop in Tralee out of habit/convenience than for the range of shops on offer.

What do you think about Tralee town, what are your first thoughts?

Why do you shop in Tralee?

- Out of habit/convenience **60%**
- For the selection of shops **8%**

The main store types visited by respondents included supermarkets, clothing stores and restaurants. The average spend was €34.85.

Top 5 Business Types Visited:

- Supermarket**30%**
- Clothes Shop**23%**
- Restaurant**21%**
- Bank**10%**
- Chemist**10%**

90%+ Picked Tralee as No 1 town for Clothing and for Food Shopping

Average Spend: €34.85
Minimum Spend: €1
Maximum Spend: €328

Suggested Improvements...

Shoppers feel the biggest improvements the town centre could benefit from are related to: parking, the public realm and the number of shops.

- Parking**23%**
- Public Realm**19%**
- Other**19%**
- Number of Shops**15%**
- Appearance of Town Centre**10%**
- More Events**9%**
- Safety**5%**

Just over two-thirds of respondents prefer to park in a surface car park vs multi-storey.

Top 5 event types suggested:

Many respondents suggested events as a means of improving the town centre and music events were the most frequently-suggested events.

- Music**43%**
- Food Events/Markets**18%**
- Cultural/Art/Theatre**8%**
- Sports**7%**
- Children/Family Events**5%**

The Square - design approach

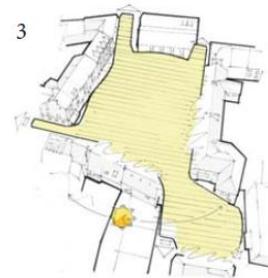
- Remove the bollards and other items of street furniture to open up the space
- Remove the raised event space to allow a more diverse range of events
- Reinforce the controlled access (suggested mornings for deliveries)
- Repave the square in a quality stone material in simple bands
- Add seating, trees and art to the space in a coordinated layout
- Encourage the activation of the adjacent buildings with allocated forecourt areas around the square
- Review shopfronts and building facade and enhance colour scheme as appropriate
- Add new lighting within the space utilising both building mounted luminaires and columns positioned so not to impede activities or movement
- Add strategic power sockets for markets and events
- Consider a feature contemporary canopy (approximately 15m x 10m)



1 Existing - The existing road divides the space and is the dominant feature in the square. In addition, the current configuration of paving materials is over complicated and set to ridged framework.



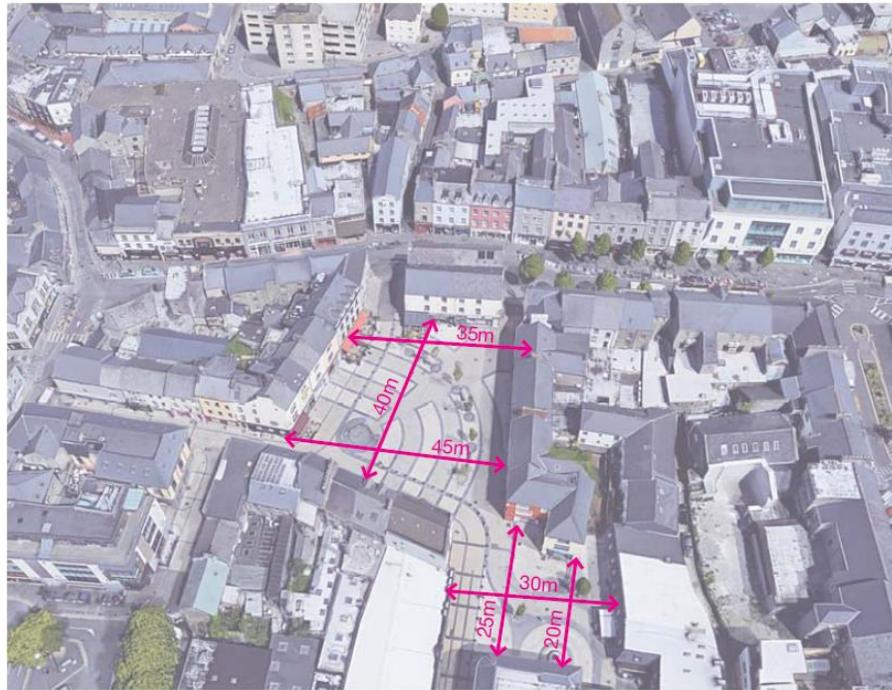
2 Remove the road and allow spaces to connect



3 This connection is reinforced through a simple carpet of paving



4 Elements - such as tree planting, seating and a feature canopy - help define subspaces, create visual connections, and provide shelter for activities or informal seating spaces



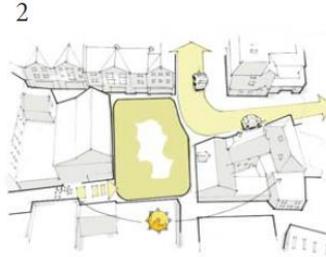
Potential layout which is uncluttered, defines the space, show cases the buildings and links to adjacent streets.

Market Place - design approach

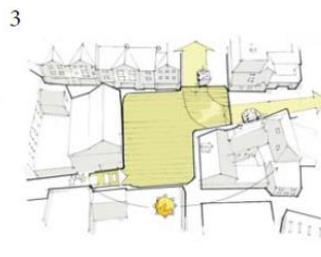
- Remove and relocate parking from the space
- Pave the square in a quality stone material
- Retain vehicular access to the lanes
- Add seating, trees and art to the space
- Encourage the activation of the adjacent buildings and shopfronts
- Add new lighting within the space
- Add power sockets for events
- Integrate signage and potentially a map board



Existing - The existing space is dominated by parking and vehicle access. A key driver for the design should be the re-balancing of the space to reduce vehicular dominance and create a more pedestrian friendly environment.



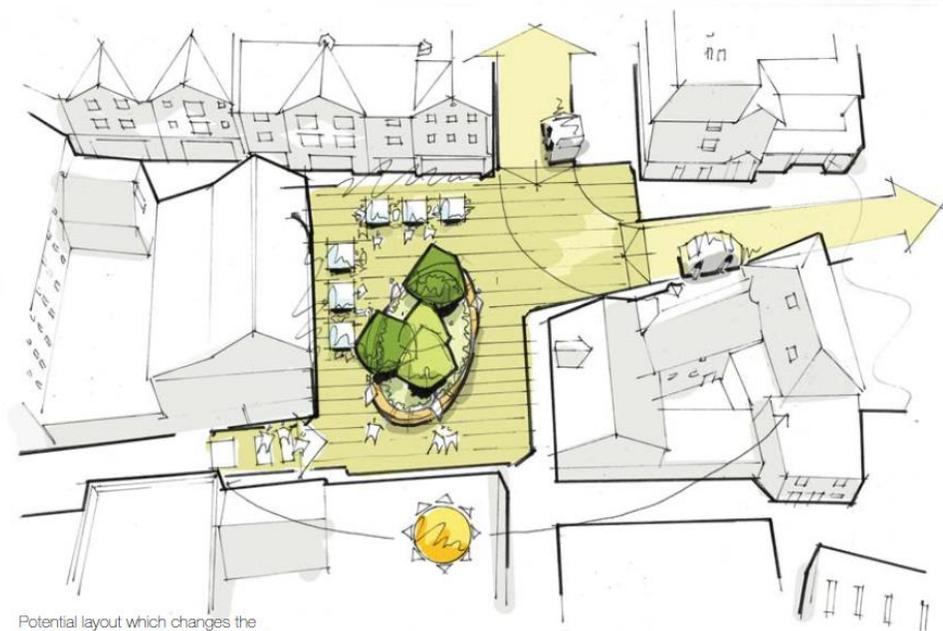
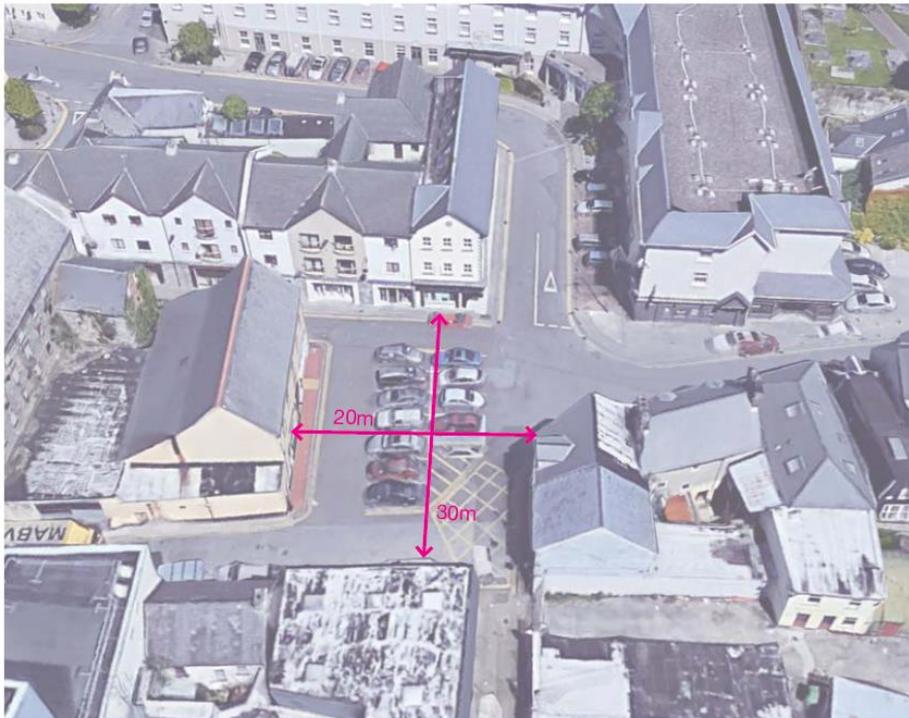
Remove the parking and vehicular access within the space, but maintain the carriage way to the east.



The space is reinforced through a simple carpet of paving.



Elements - such as tree planting, seating and subtle changes in material - help define subspaces, create visual connections, and provide shelter for activities or informal seating spaces



Potential layout which changes the current carpark spaces for public space and retains access along the lanes

Meeting Place – Market Place?



Scheme Fundamentals



- Street Layout
- Highways
- Heritage
- Parking
- Servicing
- Accessibility
- Inclusivity
- Cycling
- Bus operations









Centre of high street – creation of a new shared public space







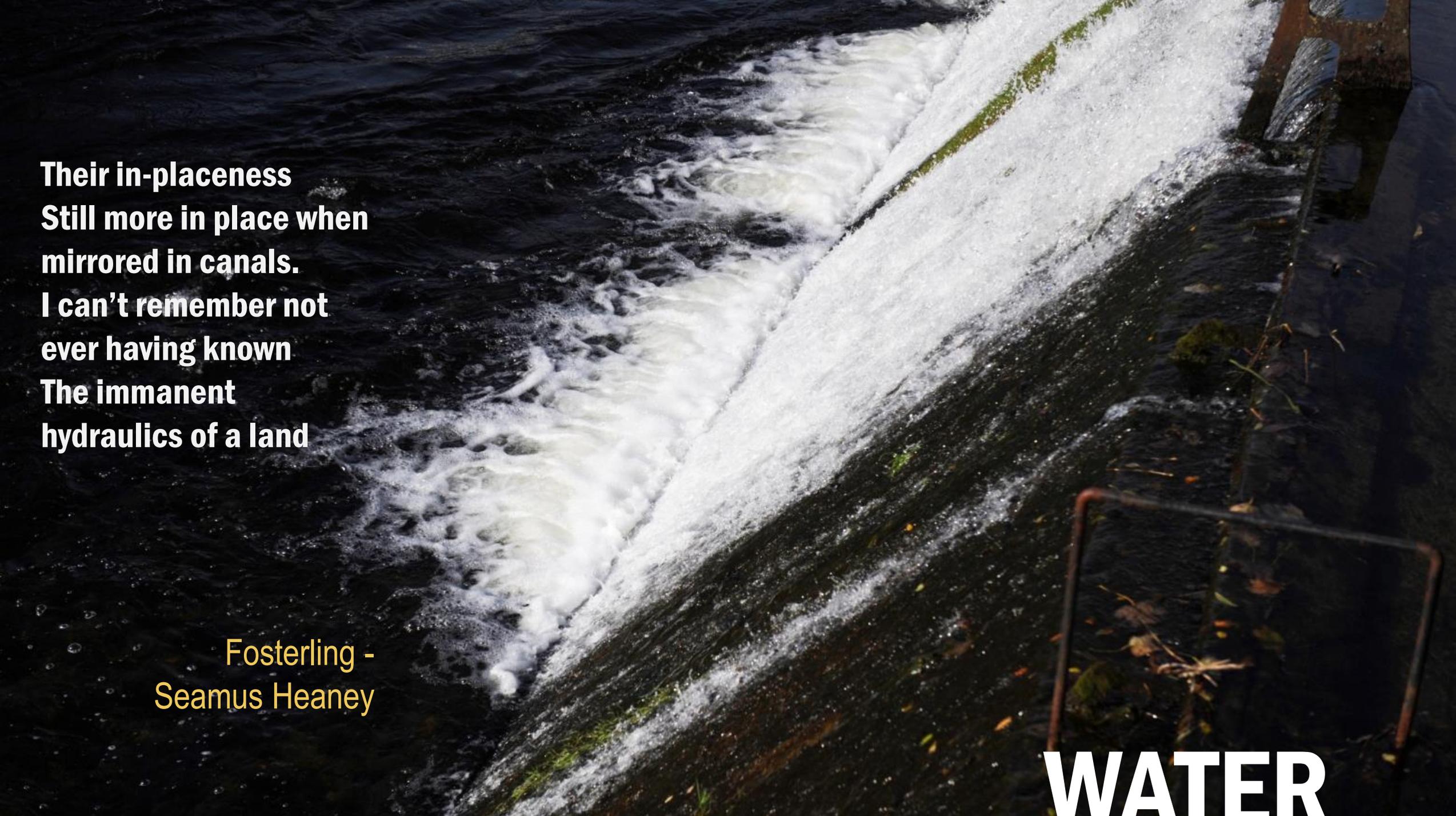


SOME QUESTIONS

DO YOU THINK WE SHOULD DO THE FOLLOWING?

- DO NOTHING**
- LOOK AT SOME CHANGES IN THE PUBLIC REALM**
- OR DEVELOP A SUSTAINABLE FUTURE VISION?**

NUNS' ISLAND-THE PLACE?



**Their in-placeness
Still more in place when
mirrored in canals.
I can't remember not
ever having known
The immanent
hydraulics of a land**

Fosterling -
Seamus Heaney

WATER



1839





COMMUNITIES

FUTURE INTENSE/URBAN

CORE

AMENITY

EDUCATION

SPECIAL/SANCTUARY/COMMUNITY

In-Placeness of Nun's Island



SOME QUESTIONS

**WHAT ARE THE MOST IMPORTANT ELEMENTS FOR
THE FUTURE OF NUNS ISLAND?**

5.

NUNS' ISLAND-POSSIBLE FUTURES?



-
-
-
-
-
-
-
-
-

INITIAL THOUGHTS

- To create a place for all members of the **community**
- To encourage greater shared **connectivity** with the city
- To develop a sustainable mixed use life long **neighbourhood** for all ages

INITIAL THOUGHTS

- Nuns' Island is the place that the **University meets the city**
- Our brief, to develop a **sustainable** and **adaptable** world class masterplan
- To ensure that the **heritage** and **environment** of the island are protected for future generations

A connected waterfront

A place that is highly accessible, easy to get to and to move around in, where people feel connected to the wider city and beyond by improved pedestrian and cycling linkages; fast, frequent and low-impact passenger transport; state-of-the-art telecommunications and through supportive community and business networks.



A liveable waterfront

The location of leading sustainable urban transformation and renewal in Auckland; the most liveable New Zealand central city urban community; a vibrant mix of residents, workers, visitors and activities. A welcoming and resilient neighbourhood that is safe, diverse and attractive, with plentiful open space and access to local services and facilities.



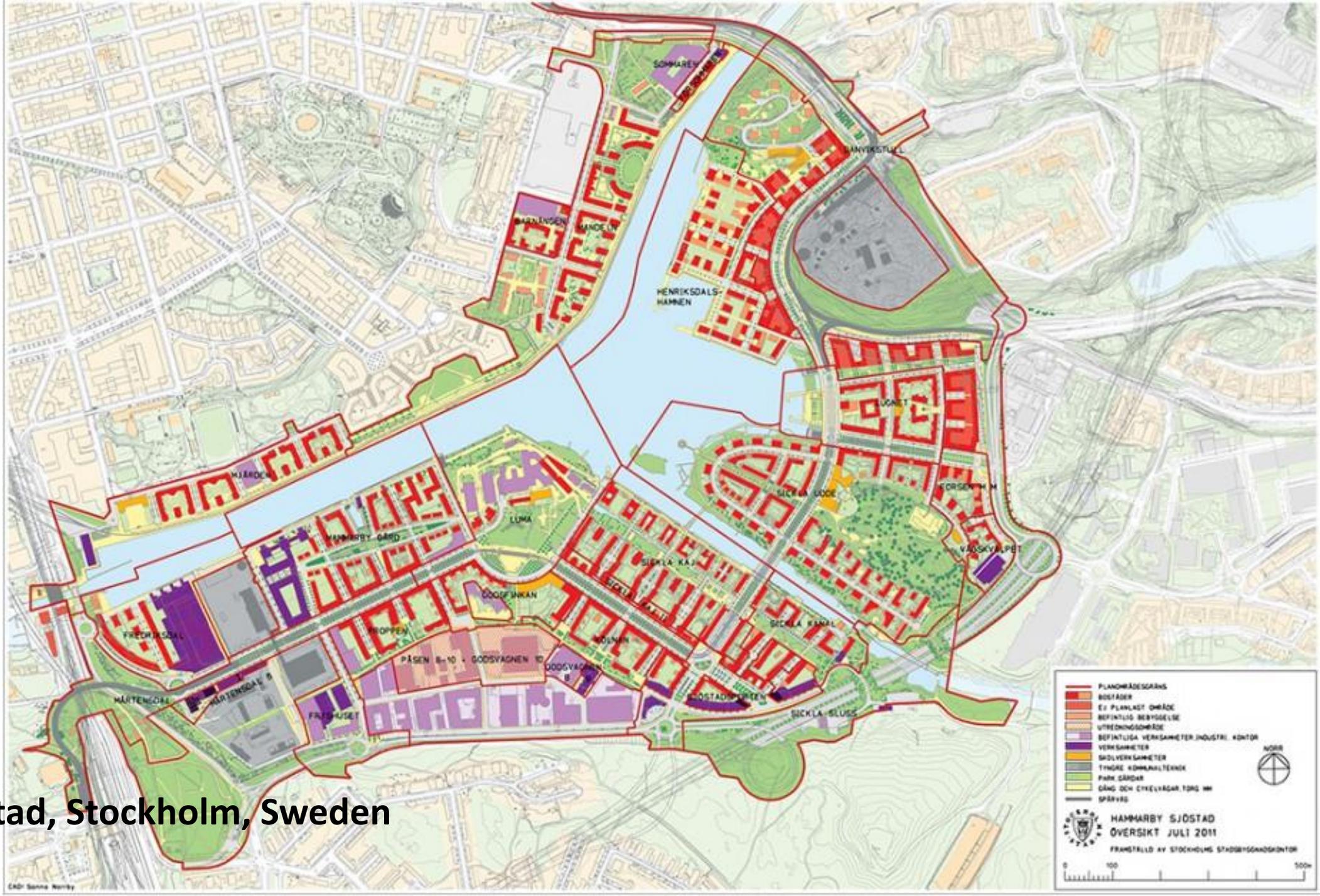
A blue-green waterfront

A resilient place where integrated systems and innovative approaches are taken to enhance the marine and natural eco-systems, conserve natural resources, minimise environmental impacts, reduce waste, build sustainably and respond to climate change.





Hammarby Sjöstad, Stockholm, Sweden



Hammarby Sjöstad, Stockholm, Sweden



Bo01, Malmö, Sweden, Green Blue grids

Bo01, Malmö, Sweden

Green Blue grids



- 1 Sustainable Development in Malmö and the world
- 2 Education for sustainable development
- 3 The history of the Western Harbour
- 4 Economic Sustainability
- 5 Social Sustainability
- 6 Stapelbäddsparken and ecological playground
- 7 The building and living dialogue
- 8 The sea
- 9 Cycling
- 10 HSB Turning Torso
- 11 Public transport
- 12 Soil decontamination
- 13 The parks
- 14 Skanska's wooden buildings
- 15 Architecture
- 16 Energy efficient buildings
- 17 100 % locally renewable energy
- 18 Art
- 19 Nature
- 20 Open storm water-system
- 21 Fair, organic and local
- 22 Sun, wind and water
- 23 Circulation
- 24 Kockum Fritid sports complex



Bo01, Malmö, Sweden
Green Blue grids





Creating a
sense of place

HafenCity Hamburg



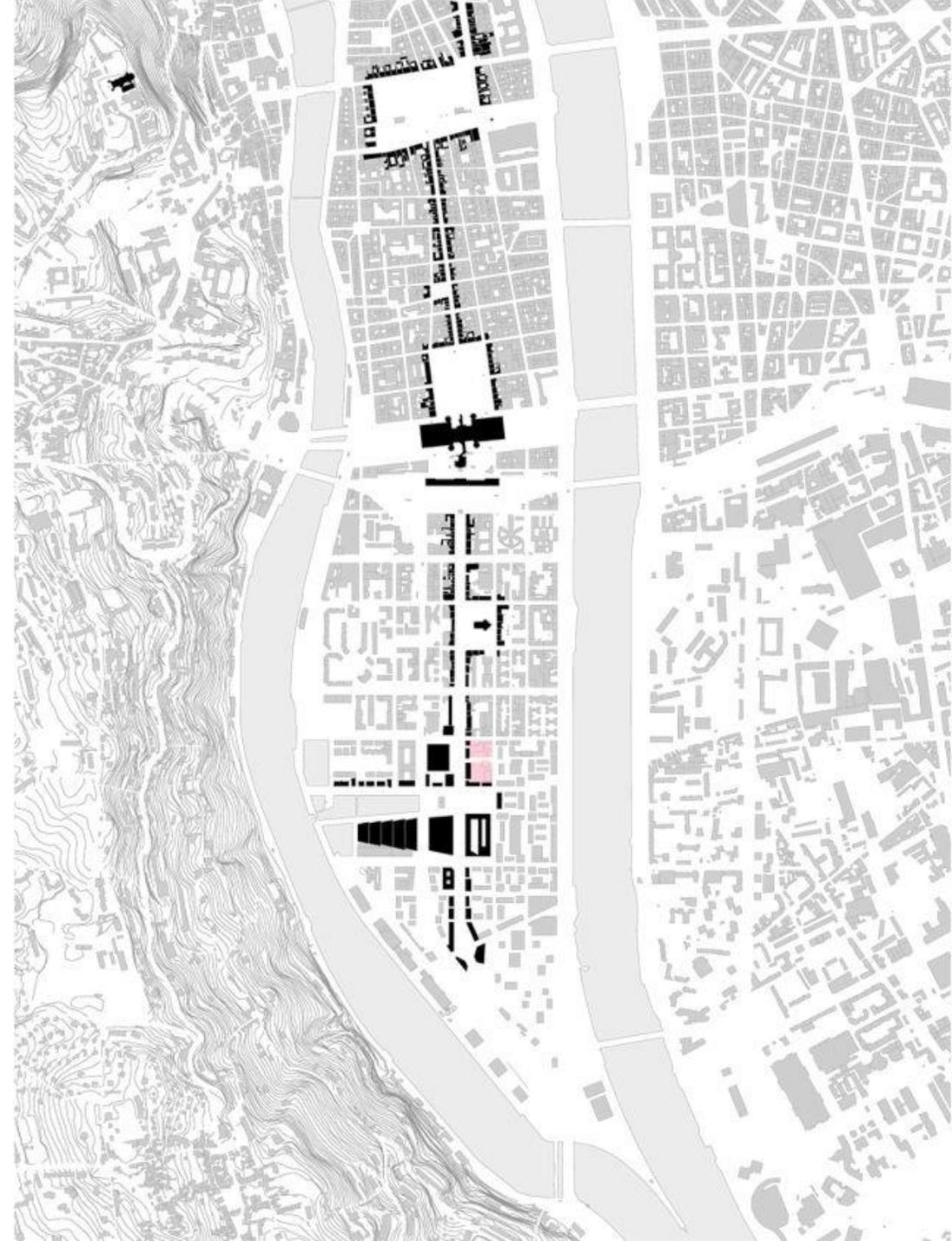
HafenCity Hamburg

Carlsberg Masterplan, Copenhagen

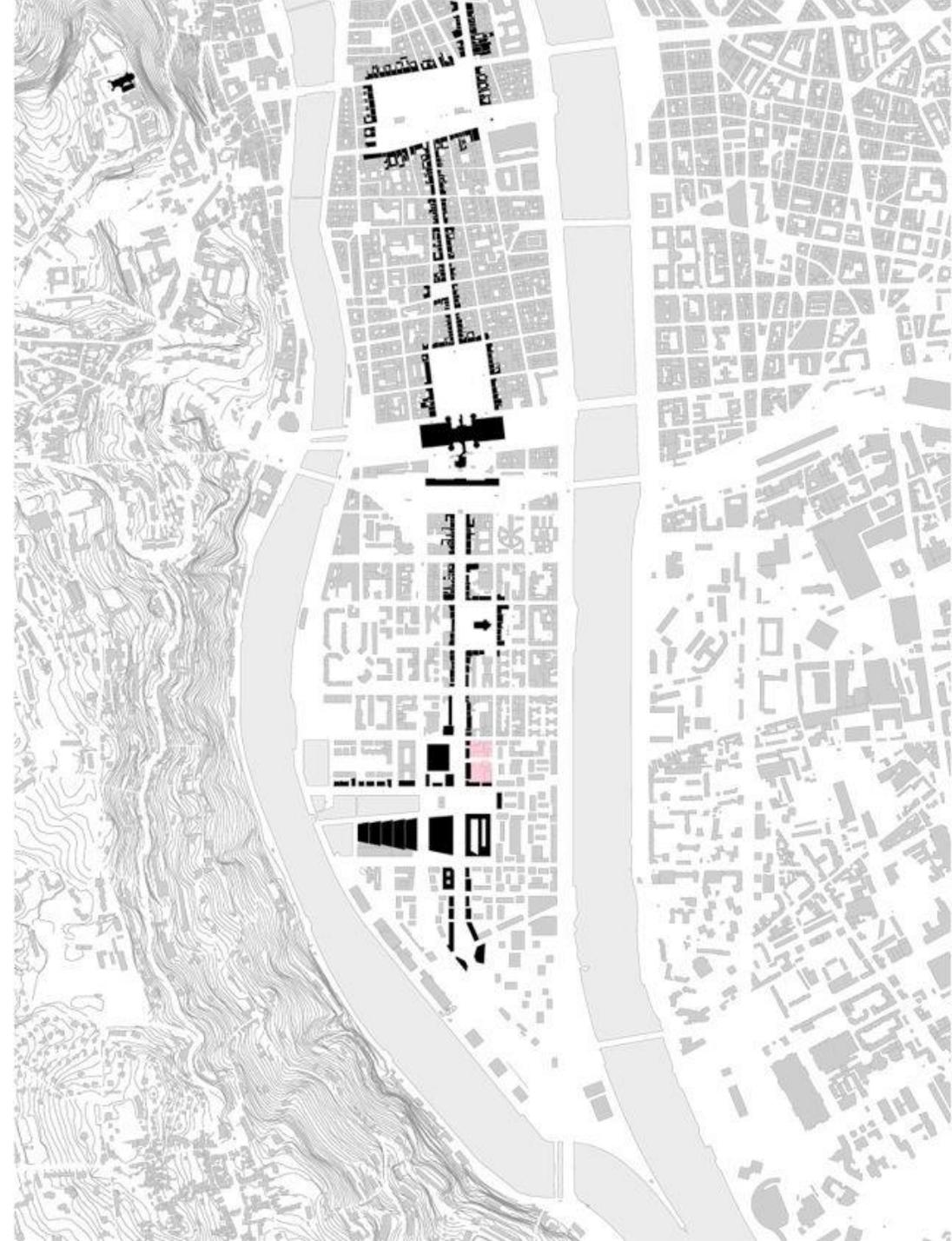




Carlsberg Masterplan, Copenhagen



Confluence Masterplan, Lyon



Confluence Masterplan, Lyon



Confluence Masterplan, Lyon

SOME QUESTIONS

**DO THESE INTERNATIONAL EXAMPLES PROVIDE A
FUTURE TEMPLATE FOR NUNS' ISLAND SUCCESS?**

6.

SOME QUESTIONS

**SHOULD WE DEVELOP A NEW STRATEGY FOR THE
CAR PARK?**

7.

SOME QUESTIONS

**SHOULD FISHERIES FIELD BE USED FOR A MAJOR
GALWAY DESTINATION?**

8.

**HOW DO WE BECOME INVOLVED
FURTHER AND PARTICAPTE WITH THE
PROCESS?**

NUNS' ISLAND MASTERPLAN

Overview
Maps
Services & Helpdesk
Contacts & Emergency Information
Policies & Procedures
Awards
News/ Alerts
FAQs
Nuns' Island Masterplan
About
Maps
Photos

The masterplan promotes a strong, coherent vision for Nuns' Island that would put it back as a destination place on the Galway map.

The site benefits from a prominent central position in Galway, with proximity to the city centre and main facilities, fantastic views across the River Corrib and natural and historical settings. It represents a tremendous opportunity for Galway to build upon its strengths to create a new place with a strong identity and a well defined character, building upon its history to promote its future. Submissions to the consultation can be made to: nunsisland@nuigalway.ie.



Feedback from the public welcome
What are the top three things you'd like to see in Nuns' Island?

Name

First Last

Email

Message

[Report Abuse](#)

ANY QUESTIONS ?

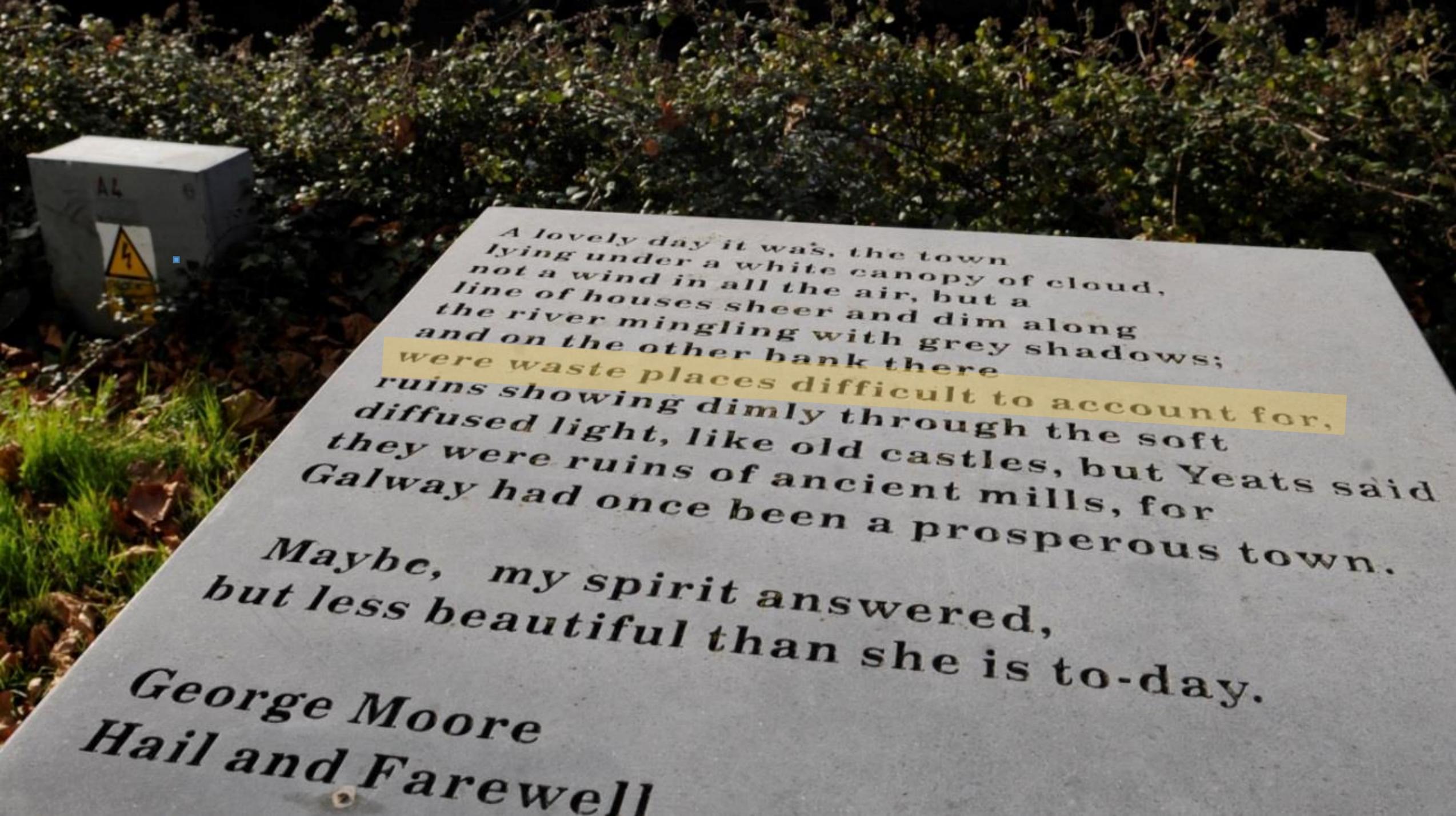
- **WEB SITE**

- <http://apollo.nuigalway.ie/buildings/>
- nunsisland/

SOME QUESTIONS

WHAT QUESTIONS ARE WE MISSING?

9.



A lovely day it was, the town
lying under a white canopy of cloud,
not a wind in all the air, but a
line of houses sheer and dim along
the river mingling with grey shadows;
and on the other bank there
were waste places difficult to account for,
ruins showing dimly through the soft
diffused light, like old castles, but Yeats said
they were ruins of ancient mills, for
Galway had once been a prosperous town.

Maybe, my spirit answered,
but less beautiful than she is to-day.

George Moore
Hail and Farewell



THANKYOU

THANKYOU