

Sallins Town Centre Urban Design & Public Realm Study



Kildare County Council
Comhairle Contae Chill Dara



Contents	Page
1.0 Introduction	3
2.0 Context	
2.1 Planning and Development Context	4
2.2 Objective	4
3. Analysis	5
4. Proposal	13
4.1 Guiding principles for the development of Public Spaces	13
4.2 Objectives for upgrade of Public Space	13
4.3 Indicative concept to illustrate objectives	15
4.4 New Urban Development	20
- Design Principles	
5.0 Conclusion	20
Appendix 1. Sallins from Brown to Green	21

The Sallins Public Realm Study was funded by Kildare County Council and undertaken by Cathal O'Meara Landscape Architects

Note: This study is indicative only



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Sallins Town Centre - Urban Design & Public Realm Study

1.0 Introduction

This document is the result of an Urban Design & Public Realm Study for Sallins Town Centre. The need for this study arose during the drafting of the Sallins Local Area Plan 2016 – 2022 and as such this should be read in conjunction with the LAP. This study will offer further detail in respect of urban and public spaces within the town.

This study will act as a guide for the development of key transport routes, the urban form and the public realm in Sallins. The public realm is considered to be all the space between the buildings in public ownership including roads, streets, the Grand Canal corridor, footpaths, cycleways and open spaces.

The recent announcement of the approval of funding for the construction of the Sallins bypass will substantially reduce traffic in the town and allow for a series of interventions to take place in the public space of the town over a period of time.



Images top right clockwise, View of Sallins from bridge, Map of study area, Sallins in context of the greater Dublin Area

2.0 Context

The Grand Canal strongly influences the landscape of Sallins and has been the reason for the development of the initial buildings in in 1780. The opening of the Railway station in 1846 saw the growth of buildings to the south of the town. The Ordinance Survey maps from this date show that the growth of the village was slow with an insignificant volume of development between the years evident in the Ordinance Survey maps of 1837 and 1907.

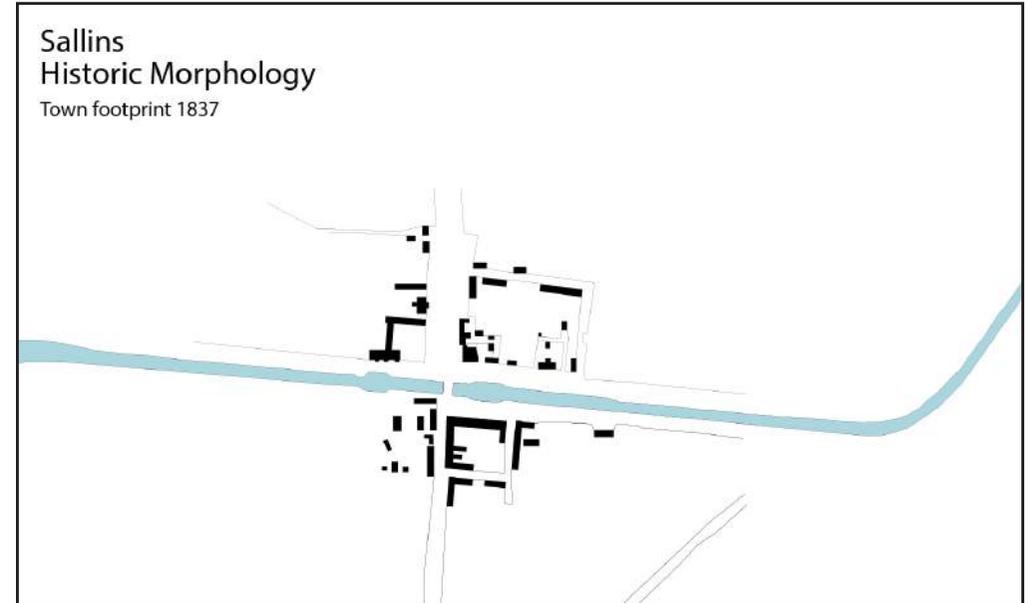
Along the East West axis Sallins is defined by the rural hinterland of the Canal. On its North-South axis the town is characterised by the Clane Road the R407 and its proximity to the M7 Motorway.

2.1 Planning and Development Context

The Draft Sallins Local Area Plan 2016 – 2022 recognises that the Sallins town is lacking a “core retail area”. The LAP seeks to deliver “higher order uses around a newly defined urban core” describing the Future development Strategy – to consolidate the town centre, “regenerate the physical, economic and visual appearance of the town centre as a place for people with new spaces and streets”. The proposal outlined below aims to detail this objective.

2.2 Objective

This study provides concrete proposals to consolidate the town centre as a place for people with new spaces and streets.



Figures showing the historic development of Sallins

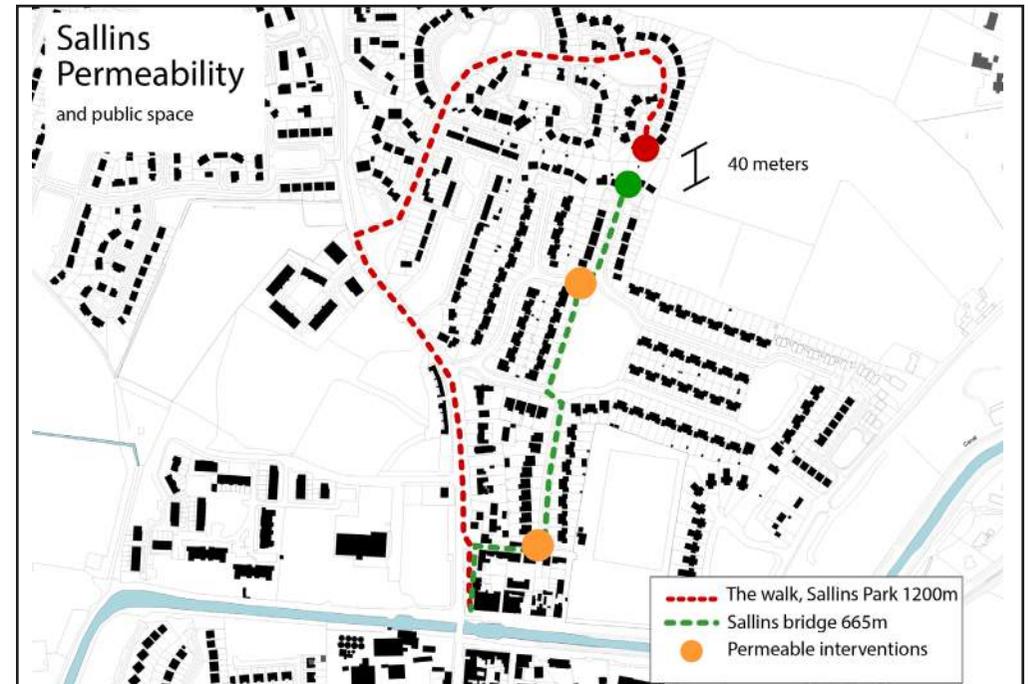
3.0 Analysis

Much of the recent growth around Sallins was in suburban type residential development outside of the traditional village/town core. The maps on the previous page show the historic development from 1837 to the present. This development has been largely housing led with a significant deficit in social infrastructure. Characteristics of this development are poor permeability between developments and the town core, a near complete lack of cycling infrastructure, disorganised car parking along the main street and the canal and in cases poor or lacking footpaths within the town core.

The lack of pedestrian and cycling infrastructure and limited permeability between developments and the town core has contributed to the dominance of cars as the primary transport choice for many. The reliance on private vehicles for local journeys is evident at peak times during school hours with a large increase in traffic congestion at these locations.

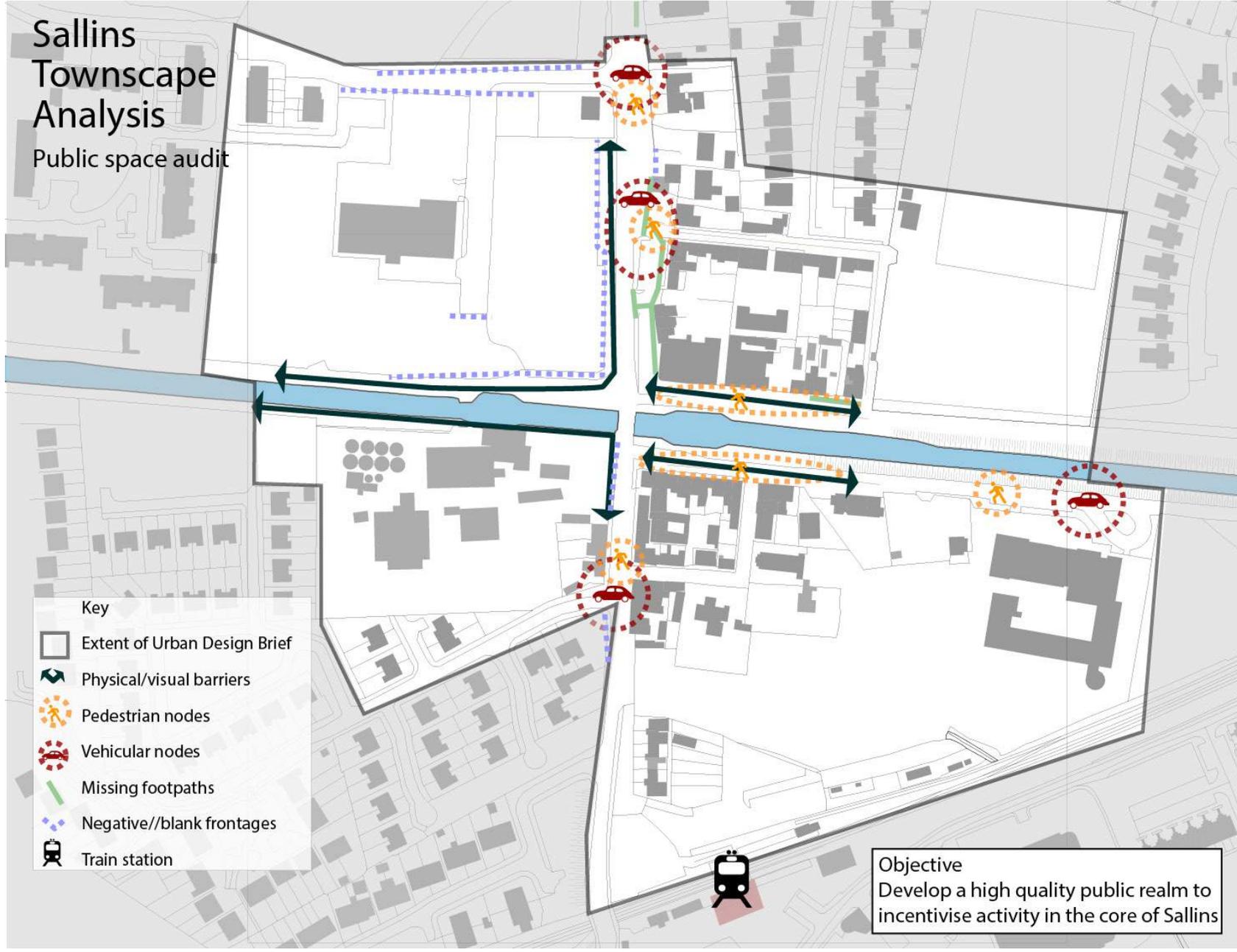


Top right clockwise, current figure ground map of Sallins, and example of permeability within Sallins, photo showing pedestrian access to Chapel Lane from Sallins Bridge estate.



Sallins Townscape Analysis

Public space audit



- Key
- Extent of Urban Design Brief
 - Physical/visual barriers
 - Pedestrian nodes
 - Vehicular nodes
 - Missing footpaths
 - Negative//blank frontages
 - Train station

Objective
Develop a high quality public realm to incentivise activity in the core of Sallins



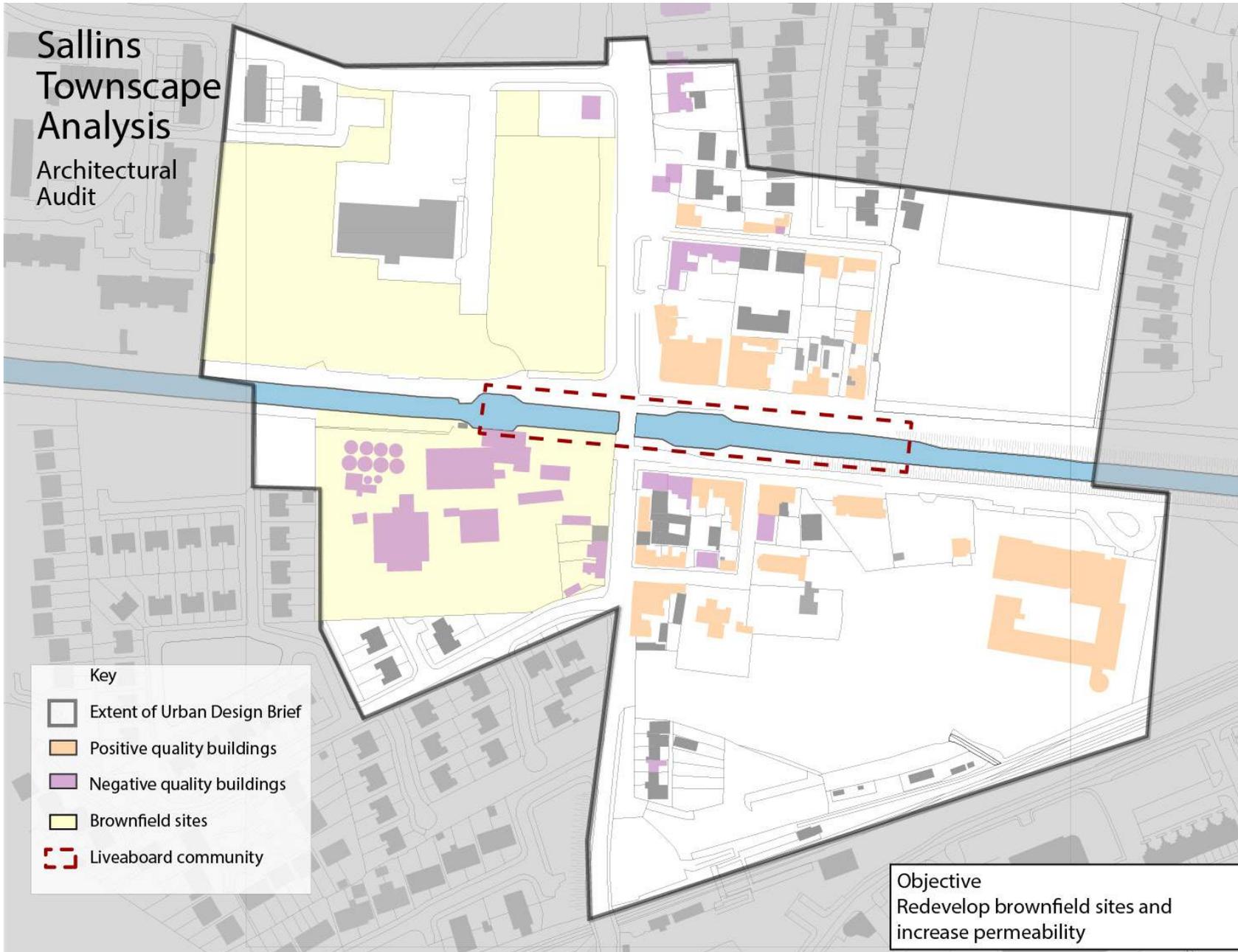
The proximity of Sallins to both the M4 and M7 means that the town has the added burden of large volumes of vehicles transiting through the town on the Clane Road. The increased dereliction of businesses along the main street illustrates the difficulties this presents.

This dominance of private vehicles has influenced the appearance of the town core with much of the public realm characterised by car parking, in many cases creating a visual barrier between the buildings and the Grand Canal/public spaces. This division restricts activity spilling out into the street and open spaces from the bars and restaurants, representing a lost opportunity for business and for Sallins as a whole.



Top, separation of canal from buildings - dominance of vehicles in public realm
bottom, pub/cafe attempting to expand into public realm

Sallins Townscape Analysis Architectural Audit





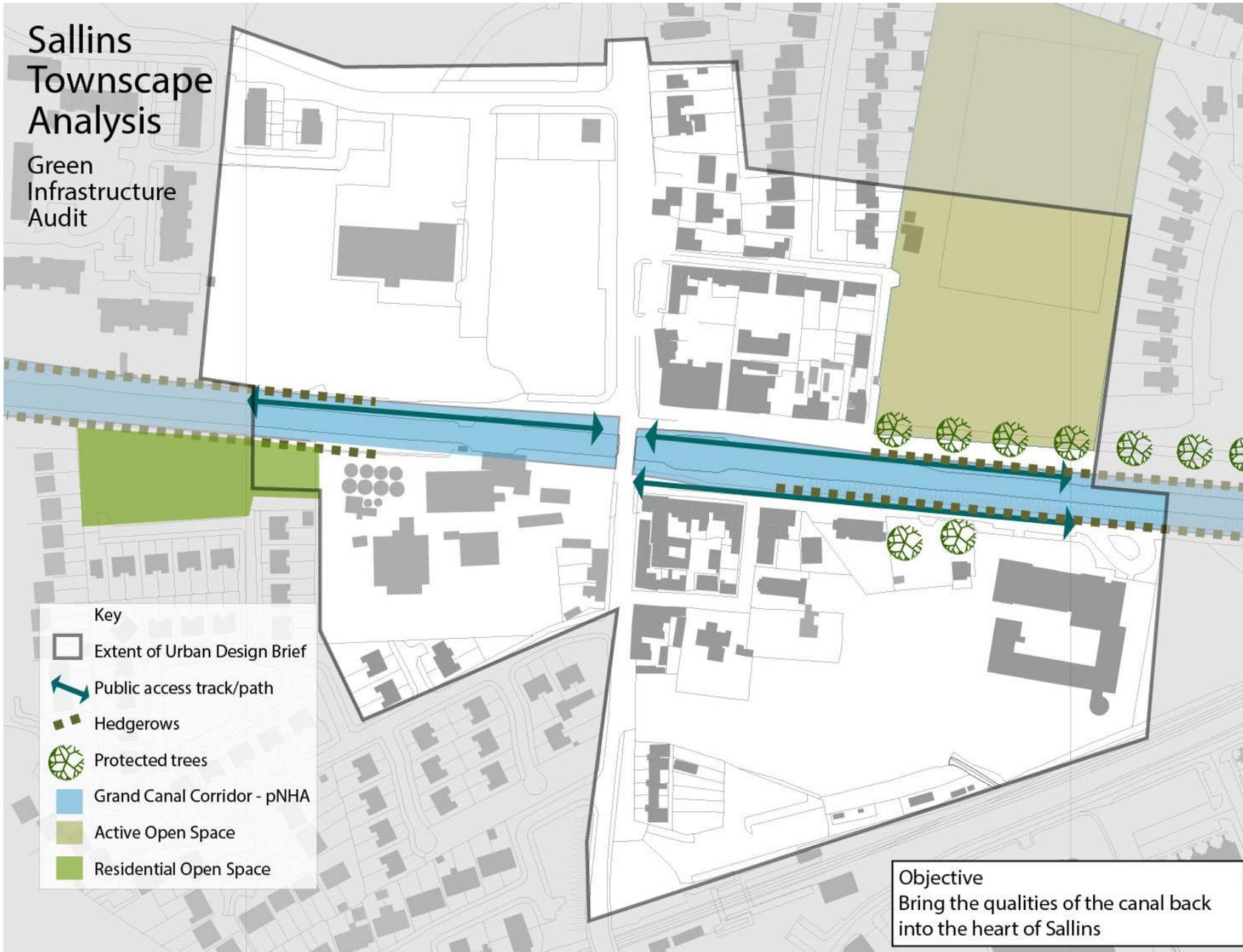
The former brownfield sites of the meat factory lands to the north of The Grand Canal and the Odlums site to the south present barriers to passage along the canal and through the adjoining streets. These large brownfield sites are bigger than the traditional block size (north east and south east of the Canal) of the historic development in the town and result in longer journeys for pedestrians adding to a somewhat hostile pedestrian environment.



Top, missing footpaths in public realm
bottom, dereliction in the town core

Sallins Townscape Analysis

Green Infrastructure Audit





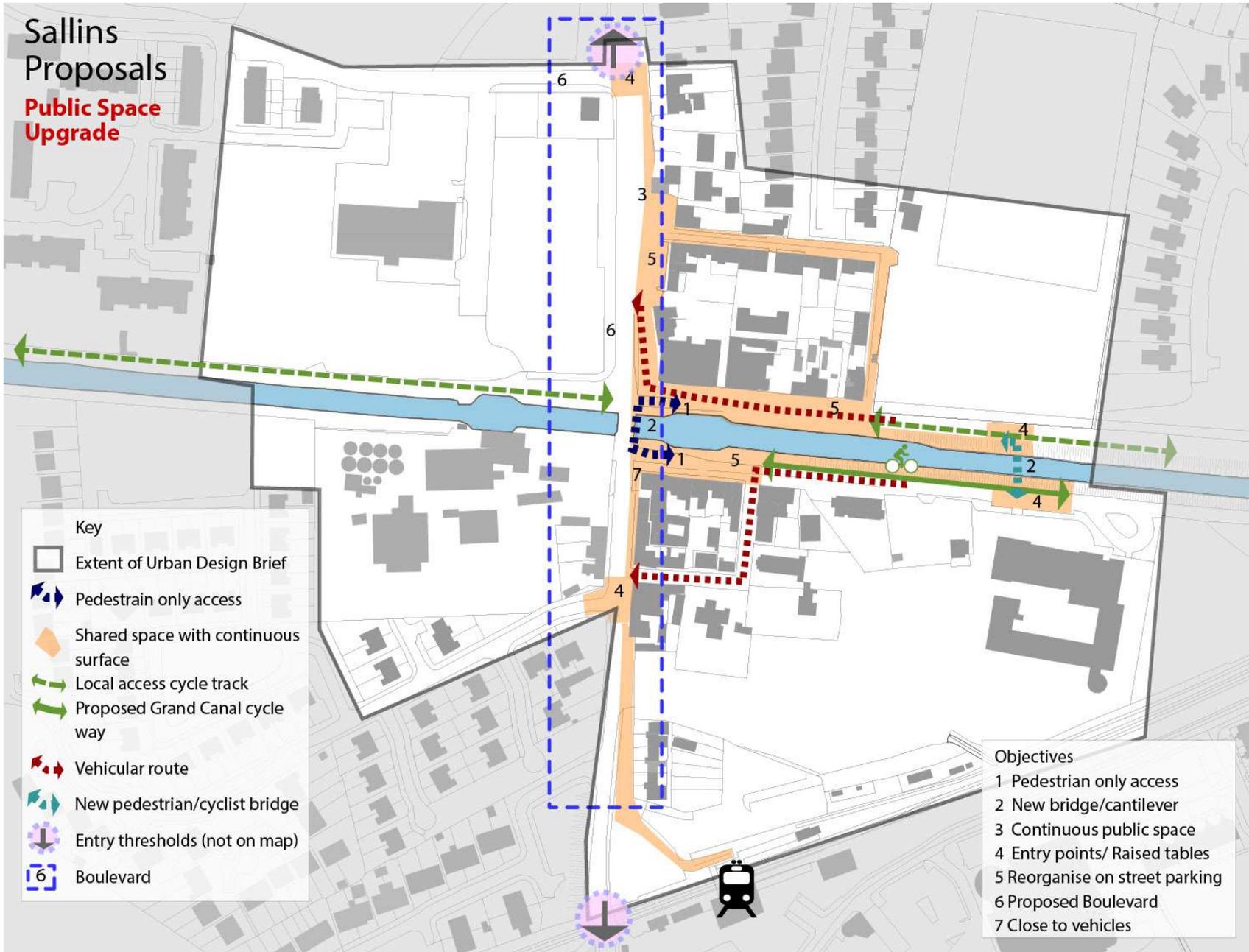
A complimentary suite of natural features gives the town a distinct rural quality and despite the high volumes of north/south traffic, creates an attractive and pleasant environment along the east/west axis of the Grand Canal corridor. These features include native hedgerows and mature, protected beech trees and are complimented by the houseboat/liveaboard community along the Canal. This study seeks to enhance these positive aspects and extend this environment into the adjacent streets parallel to the canal.



Top, liveaboard community on grand canal at Sallins
bottom, protected Beech trees at GAA club

Sallins Proposals

Public Space Upgrade



Key

- Extent of Urban Design Brief
- Pedestrian only access
- Shared space with continuous surface
- Local access cycle track
- Proposed Grand Canal cycle way
- Vehicular route
- New pedestrian/cyclist bridge
- Entry thresholds (not on map)
- Boulevard

Objectives

- 1 Pedestrian only access
- 2 New bridge/cantilever
- 3 Continuous public space
- 4 Entry points/ Raised tables
- 5 Reorganise on street parking
- 6 Proposed Boulevard
- 7 Close to vehicles



Shared surface in recent lane renovation in Youghal Co Cork. Sean McLoughlin/
Cork County Council

4.0 Proposal

Identification of key public spaces and underutilised assets along:

- The Grand Canal corridor; and
- Main Street – recognition of the street as a public space

4.1 Guiding principles for the development of Public Spaces:

- Introduce shared space on north and south banks of the canal and expand the green heart of the town;
- Reorganise the parking – on both sides of the canal and on main street;
- Develop main street as a tree lined avenue; and
- Introduce traffic calming along main street.

4.2 Objectives for upgrade of Public Space:

- Pedestrian/cyclist only access at off/on ramps to existing bridge
- New cantilevered bridge to be suspended from existing bridge and to link with pedestrian only access points as described above;
- New pedestrian/cyclist bridge connecting St Laurence's National School with the northeast of the town;
- Introduction of continuous public space along both sides of the canal;
- Reorganise on street parking;
- Creation of entry points/raised tables at north and south of study area;
- Proposed tree planted and redesign of Main Street as an urban landscaped avenue;
- Widening of footpaths and creation of new footpaths;
- Close street access to vehicles (at south of canal, adjacent to derelict buildings);
- Creation of linear cycleways – local access along north bank of Grand Canal and realisation of Dublin to Naas Greenway via Sallins along the south bank of the Canal; and
- Introduction of on street sustainable surface water treatment.

Sallins Public space

Indicative detail



- Key**
- Raised table/change material
 - Shared surface/footpath
 - New planting
 - New Tree planting
 - Protected trees
 - Separated cycle tracks



PUBLIC SPACE DETAIL



Public Space redesign, at Clonakilty, Co Cork. Giulia Vallone/Cork County Council

4.3 Indicative concept to illustrate objectives outlined in public space upgrade

- Explore creation of cycle track separated from traffic;
- Reorganise parking along Main Street at 2 no. locations as indicated (at junction of Main Street and Chapel Lane);
- Integration of planting within all proposed car parking;
- Removal of footpaths along Chapel Lane to create continuous shared surface;
- Continuation of shared space/footpath from buildings to canal on both north and southeast banks of the canal;
- Reduction in width of carriageway to maximum of 5-5.5 meters (consistent with standard carriageway widths as per Design Manual for Urban Roads and Streets (DMURS));
- Removal of ghost islands and turning/deceleration lanes;
- The introduction of a cantilevered pedestrian bridge adjacent to the existing vehicular bridge;
- Reorganising of parking on north and south of the canal – explore the possibilities of providing a limited number of perpendicular spaces on both sides. This is to allow the space beside the canal facing the commercial buildings connect with the water for increased vibrancy; and
- Introduction of new tree planting along the canal and along Main Street – trees to be clear stemmed to 3 meters to allow unrestricted views underneath.

(Note the Indicative details are not considered to be binding – but to illustrate the functioning of the design objectives outlined above)

Pedestrian bridge and raised table

A pedestrian bridge and raised table is proposed outside of the National school. These elements of Green Infrastructure are critical for Sallins to develop a coherent walking and cycling culture.



Sallins Linear Park:

All trees to have a raised canopy to allow unrestricted views of canal

Pedestrian and cyclist bridge suspended from existing structure with new transparent sidings

Pedestrian and cyclist access only

Wider footpaths allowing pubs and cafes to expand into street



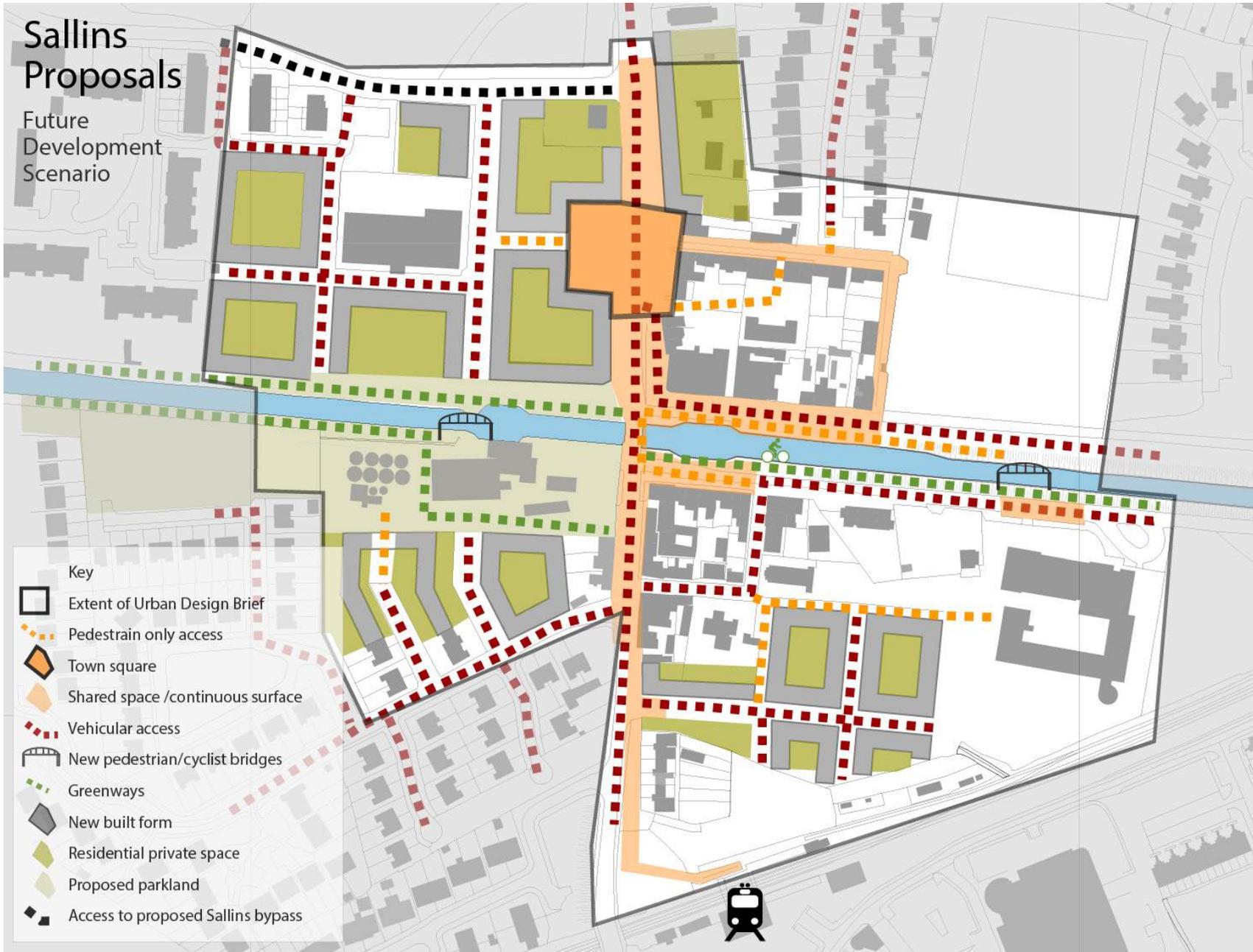
Lower level deck to allow for increased access to canal

High quality tree planting with raised canopy to allow views of the water

Sustainable drainage with aquatic vegetation to infiltrate water into water table

Sallins Proposals

Future Development Scenario



- Key
- Extent of Urban Design Brief
 - Pedestrian only access
 - Town square
 - Shared space / continuous surface
 - Vehicular access
 - New pedestrian/cyclist bridges
 - Greenways
 - New built form
 - Residential private space
 - Proposed parkland
 - Access to proposed Sallins bypass

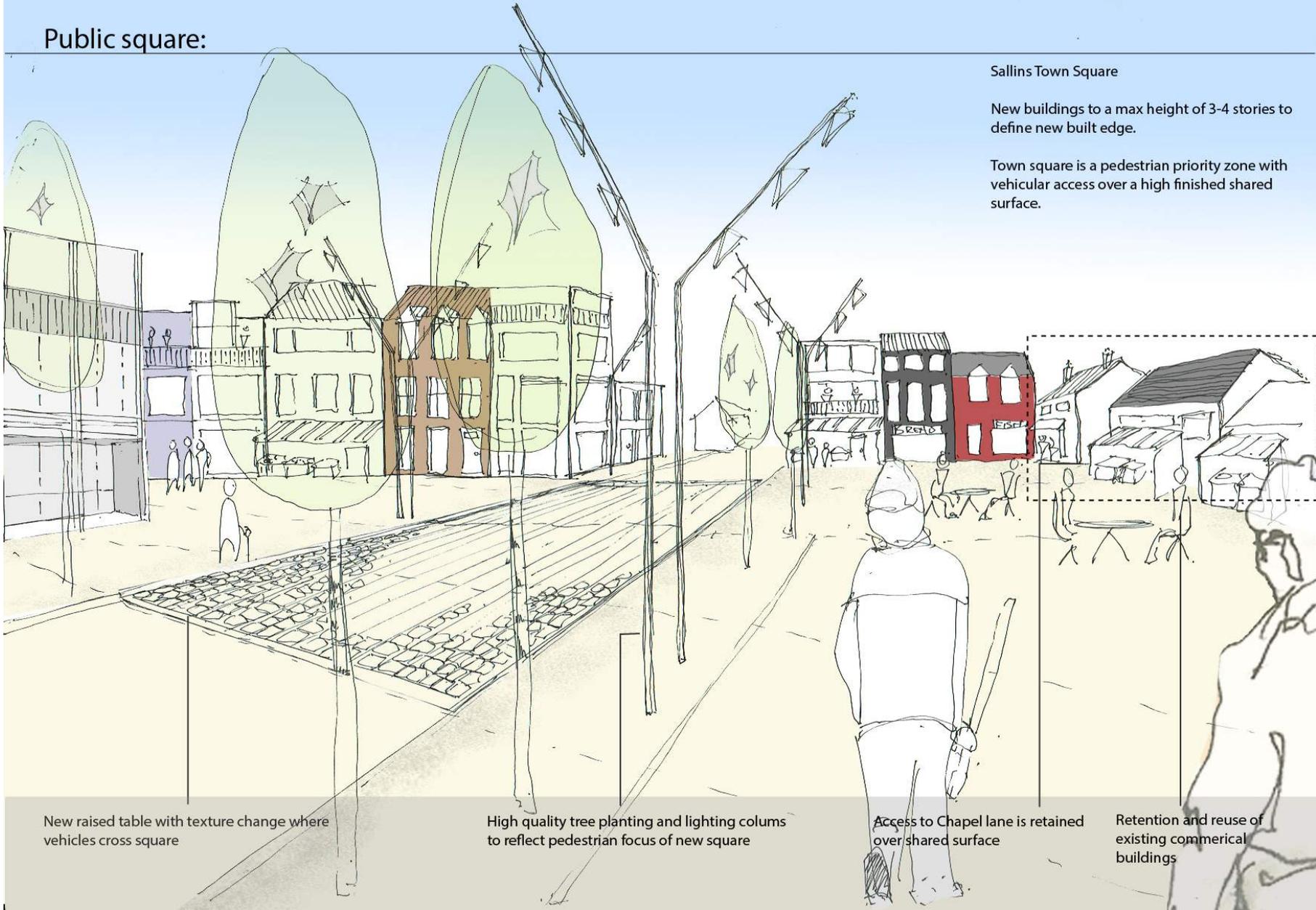
FUTURE DEVELOPMENT

Public square:

Sallins Town Square

New buildings to a max height of 3-4 stories to define new built edge.

Town square is a pedestrian priority zone with vehicular access over a high finished shared surface.



New raised table with texture change where vehicles cross square

High quality tree planting and lighting columns to reflect pedestrian focus of new square

Access to Chapel lane is retained over shared surface

Retention and reuse of existing commercial buildings

4.4 New Urban Development - Design Principles

New development should:

- Develop a town square at the junction of Chapel Lane and Main Street;
- Strengthen existing street patterns by continuing existing axis/patterns through new developments;
- Use existing block size as a guide for proposed size and form and break up block sizes where these are greater than the existing;
- Have pedestrian priority and introduce shared surfaces with vehicular access in the back lanes;
- Maximise passive surveillance of public space;
- Create landmark/feature buildings to orientate built form;
- Seek to develop new pedestrian/cyclist bridge – link between Odlums and former meat factory site;
- Retain surface water on street and allow to attenuate through on street planting;
- Develop cyclist links as indicated in map opposite;
- Create a new access from Main Street to the train station;
- Existing northern access to train station to be retained for pedestrian/cyclist access only;
- Create a new pedestrian/cyclist link between Church Avenue and St Laurence's National School;
- Development of residential units on the lands to the south of the Odlums site only; and
- The retention of industrial buildings in northern half and their inclusion as a town centre activity park (see proposal - appendix1)

5.0 Conclusion

The pace of growth in residential development in Sallins over recent years has far exceeded the growth in facilities to service this new development. The recent approval of capital funding for the construction of the Sallins bypass presents an opportunity for Sallins to redefine itself. This Urban Design and Public Realm Study aims to provide a strategy for rectifying this infrastructural deficit by illustrating necessary interventions in the public realm of Sallins.



Top, high quality urban infill housing at the Triangle Swindon, Uk by Haboakus. Below on street stormwater management of surface water, through vegetation

Appendix 1

Sallins from Brown to Green

Lower manufacturing and production costs in the developing world have seen a rise in derelict industrial sites all over the western world. These derelict sites often retain a sense of the place to which they belonged, and many have become a part of the cultural heritage of an area.

Odlums mills was established in Sallins in 1915 and used the adjoining canal to transport the finished Porridge oats onward to Dublin and beyond. Its closure in 2008 has left a series of derelict industrial buildings.

In recent years Sallins have seen a massive rise in the amount of new housing. (575% increase from 1991 – 2011) ¹ This change has brought a degree of prosperity to Sallins, however “the Village has “lost much of its sense of place” ².

The transformation of the Grand Canal from a former industrial use to a greenway, provides inspiration for reimagining the industrial heritage of Sallins.

1 CSO/Sallins Community Council submission to Draft LAP
2 (Durney J, Community and Change in Rural Ireland.)



From Industry to parks top clockwise , Slides at Duisberg Nord Landschaftspark Germany, and at bottom climbing wall at Duisberg Nord, Germany, Zhongshan shipyards - China, Concrete Plant Park - New York

This concept could be expanded (similar to the projects highlighted opposite), to provide amenities for Sallins and also the greater Dublin area, by recognising the growing demand for recreational facilities such as Rock Climbing walls, Natural Play spaces, Skate Parks, BMX trails, Horse Riding, Performance Spaces, Kayaking, Natural (wild) Swimming, and Deep Diving with the recreation and access offered by the adjoining canal and Greenway.

This repurposing of the Industrial Heritage at Sallins would retain a strong sense of place of the town while delivering on the need for additional community infrastructure as a “focal point” of the town as highlighted in the recent submission by Sallins Community Council to the Draft LAP.



From industry to parks top left to right,
 High Line - New York conversion of abandoned rail line to linear park, Skateboarding at Duisberg Nord, Germany,
 Flowering trees at Duisberg Nord,
 BMX trails at Duisberg Nord,
 Bottom images - abandoned Odlums factory at Sallins