

**Carrick-on-Shannon
Destination Towns**

Part 8 Architect's Report

July 2021

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Introduction



Introduction

These proposals are a Destination Town Project, they represent a new phase in the redevelopment of the town which aims to improve the entrance into the town along the National Route through upgraded public realm with bus shelters and covered areas for tourists and locals to enjoy views over the Shannon. A new wayfinding strategy has been developed building on the existing heritage signs along with improved LED lighting of some existing churches. Visitors will be directed to improved walking routes and board walks along the Shannon's edge as well as to the centre of town through improved connecting routes with wider paved areas, integrated landscaping and outdoor seating. The project focuses on the junction of the N4 with this new route which goes through the newly developed backlands and onto the Main Street. This will be one of the main arrival points for tourists who arrive by bus.

It is intended that this investment will serve to unify various points of interest in the town and enhance the heritage experience of Carrick on Shannon. In addition the new upgraded laneway connecting Main Street to the Shannon River passing through the newly developed backlands (known as Flynn's Field) opens up new opportunities for future developments. The further reuse of existing laneways could be developed in the future. The proposal to upgrade the arrival

point for tourists by providing a covered area and viewing point over the Shannon also provides opportunities for pop-up events and strengthens the link between the popular River front amenity park and the newly upgraded boardwalks at the Marina. There are no longer any cul de sacs. Existing routes are reinforced and extended to provide looped walking routes for locals and visitors.



Aerial photo of Carrick on Shannon



Photomontage of Carrick on Shannon from River.

Origins, Evolution and Current State



A Brief History of the Town

Carrick-on-Shannon originated at a crossing point of the Shannon that has had strategic importance from the earliest times. It was the site of an early wooden bridge defended by two castles - one on the eastern bank and the other on the western one.

A town grew up on the eastern side from at least 1603 after the traditional rulers of the area, the O'Rourkes, were usurped following the defeat of the Gaelic order at Kinsale. A town was incorporated here in 1613 (some dates suggest 1607) by James 1st under the title of "The Provost, Free Burgesses, and Commonality of the Borough of Carrigdrumruske". This early urban settlement is noted on the Down Survey (c 1653) and was probably located along the lower end of Bridge Street. There appear to be no estate maps or surveys of the town prior to the first edition of the Ordnance Survey in 1840.

The St George family who were originally from Hatley St George near Cambridge in England, appear to have arrived in Ireland following the Cromwellian conquest in the seventeenth century and were appointed Governors of Athlone. They were later made custodians of the bridge at Carrick: Lewis states that 'The tolls of this bridge were granted, in 1684, to Sir George St George, on condition of his keeping it in repair'. He also mentions the bridge as consisting of eleven arches and having been built in 1718 (apparently replacing a wooden structure mentioned in Petty's Down Survey). Lewis's account of Carrick must predate 1846 however, since this is the year that the earlier stone structure he describes was replaced by the current bridge.

A market house had been "lately erected" by the St Georges, again according to Lewis "but is not much frequented". The Jail on the other hand has "10 wards" and "a good tread-mill". There is also an intriguing account of the construction of the Church of Ireland chapel: "The parish church of Kiltoghert, which, prior to 1698, was at a distance, was removed in that year by act of parliament into the town, and erected on a plot of ground given by Sir George St. George, Bart." This suggests that the original parish church, perhaps of mediaeval origin, was dismantled, moved and rebuilt. Lewis goes



Early-twentieth century view of the Town clock and Market Square

on to mention that this church was itself rebuilt in 1829. The St Georges also part-funded the erection of a Roman Catholic chapel in the town, built in 1807 (replaced by the current and much larger structure in 1879). Its location in a prominent position beside the Main street and its construction almost a generation before Catholic emancipation are remarkable by the standards of the time.

The St Georges built Hatley Manor c. 1830, according to Mark Bence-Jones, but that date is unlikely since it does not appear on the 1st edition OS. However, it could have been built in the late 1830s and not appear on the map since much of the surveying of Leitrim and Roscommon was carried out in 1829 to 1831. It seems to have started its architectural life as a fully Italianate villa since the number of bays and ope sizes to the rear match those of the front. The rear was subsequently reworked in an act of superficial gothicization to give the juxtaposition of classical proportions and Gothic details, such as the lancet window tracery, crenellations and hood moulds, which form the contrasting characters of the house. Prior to that the St Georges appear to have inhabited a number of houses within and around the town: For nstance, they are associated with the eighteenth-century house

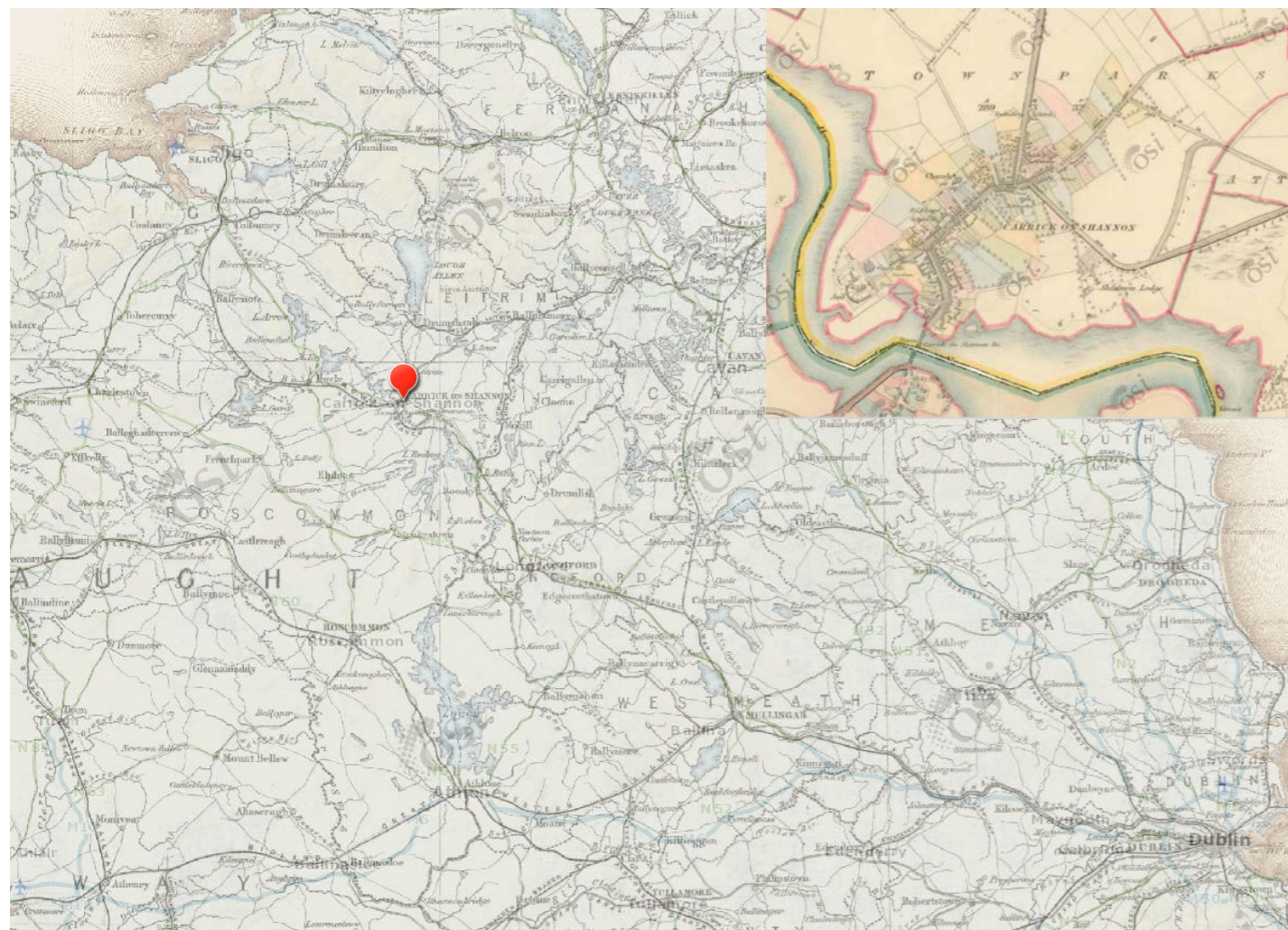


Mid-twentieth century view of Main Street

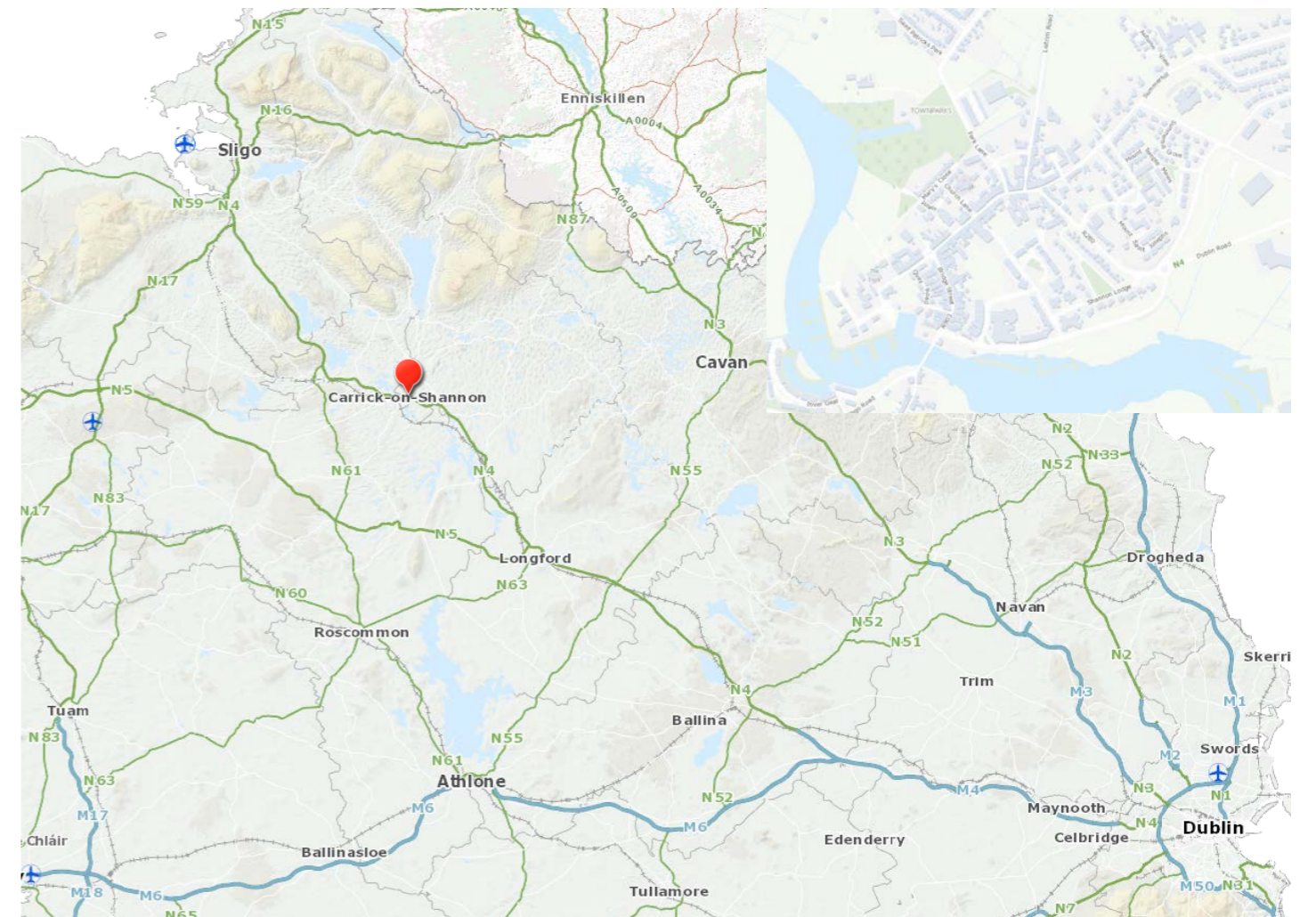
on Gallows Hill, later to become the county infirmary.

The St Georges were the High-Sheriffs for the county in the late 1700s which may explain why such a concentration of judicial infrastructure was built in one small town. The courthouse and jail were given pride of place in a planned extension of the Main Street and the seat of the St Georges was built cheek-by-jowel with the courthouse itself. This axis squared off the Fair Green and overlooked the river from a height. It contains the delightful St George's terrace, a late-Georgian housing development, which, though modest in scale, forms a strong urban set-piece adjacent to the front lawn of Hatley Manor and to the gated enclosure of the courthouse and jail areas.

The early 1840s saw the construction of the Workhouse just outside the town and the railway came via Cortober station in 1862. By the late-nineteenth century the Marists had built a monastery and school off the Dublin Road. More recently, new development has been concentrated in a more piecemeal manner to the south and south-east of the town along the N4 mainly consisting of light industrial and large retail units, typical of recent town-edge development.



First Edition Ordnance Survey, 1837



Current Ordnance Survey view

Regional Context

Carrick-on-Shannon is the county town of Leitrim and its largest conurbation. It is located in an area of outstanding natural beauty and amenity and is a major centre of activity on the river Shannon Blueway and the most important inland waterways centre in Ireland.

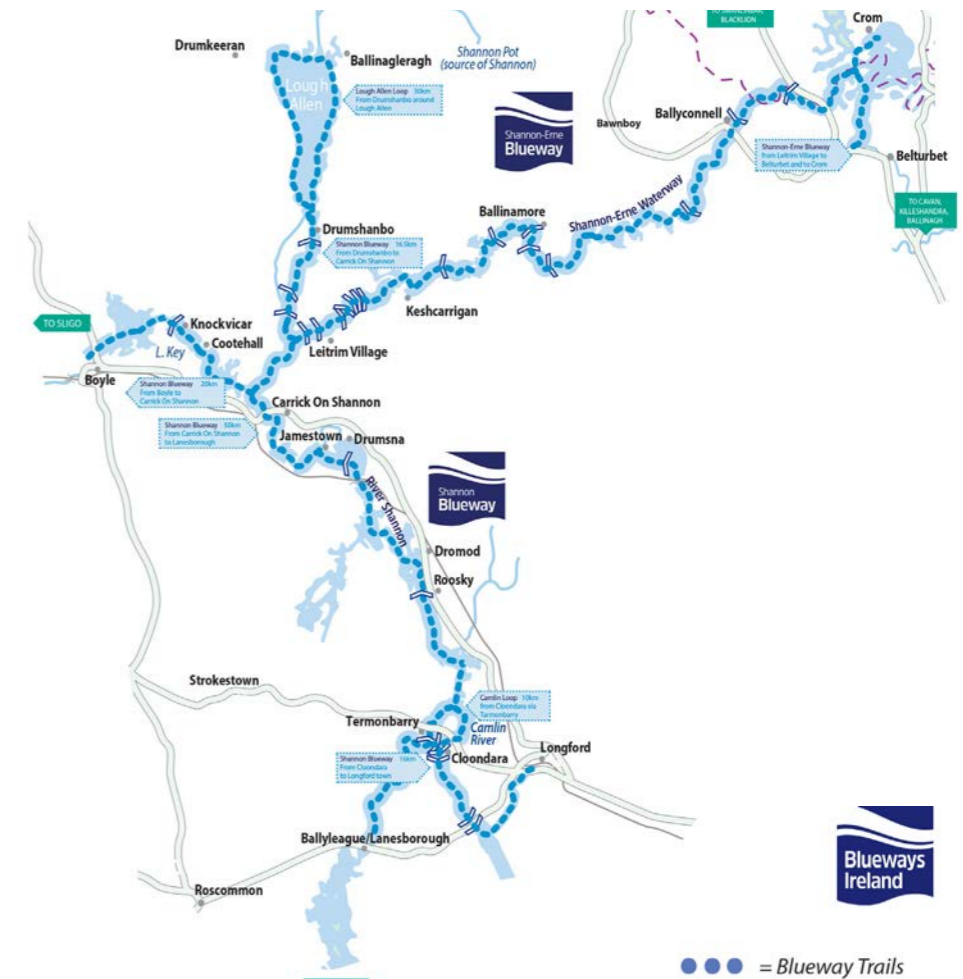
The Shannon remains an important north-south route for the town, mainly for the purposes of boating traffic, most of which is recreational. Its bridge over the Shannon links Dublin to Sligo by road and this traditional east-west route is one of the main vehicular and commercial arteries between the West and East of the country. Carrick-on-Shannon will remain a vital element of the country's transport infrastructure in the absence of any new bypass and motorway.

Before the N4 was built, the main east-west axis from Sligo to Dublin ran through Carrick-on-Shannon via Main Street and Bridge Street. Today it is no longer necessary to cross the Town Center of Carrick-on-Shannon to connect these two destinations. The N4 runs along the south of Carrick-on-Shannon. This recently built axis offers a new facade to the town and presents an opportunity to showcase Carrick-on-Shannon. It is therefore a pivotal location for tourist wayfinding.. Indeed, people visiting Leitrim no longer need to go through the Town Center, so it is necessary to guide them to the various points of interest within it, often starting from this point.

As one of the border-region counties, Leitrim is well-connected to the North of Ireland via Manorhamilton by land, and to Lough Erne and Fermanagh via the Shannon-Erne waterway at Leitrim Village.



Core strategy map (map 2.1), Leitrim County Development Plan 2015-2021

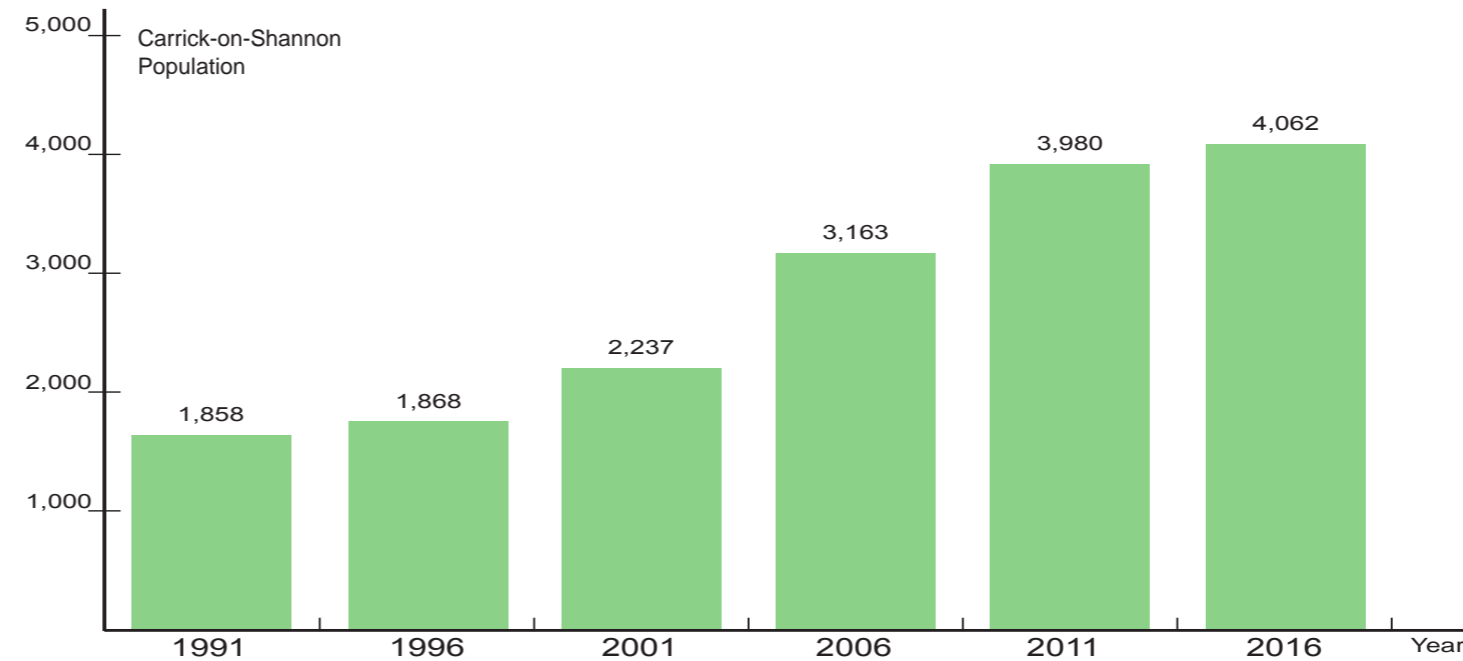


Blueways Ireland route map. Image courtesy of discovertheshannon.com.

Development of the Town Centre

A brief overview of recent developments can be seen in the series of aerial views below of the town centre. Since 1995 most of the town centre developments have taken place to the east with a mixture of housing, hotels and the new courthouse along the N4. These developments necessitated the creation of new access routes from the N4 parallel to Bridge Street. The ongoing public realm works have seen further developments of the back land areas between the N4 and Main Street and the linking of these areas by the revitalizing of existing laneways. The marina remains a strong landmark around the perimeter of the old jail (now local authority offices). The river frontage walk including the board walk to the east can be seen on the 2012 aerial view.

This rapid urbanization appears to be linked to the demographic explosion that Carrick-on-Shannon experienced during the same period. Between 1996 and 2016 the population more than doubled.



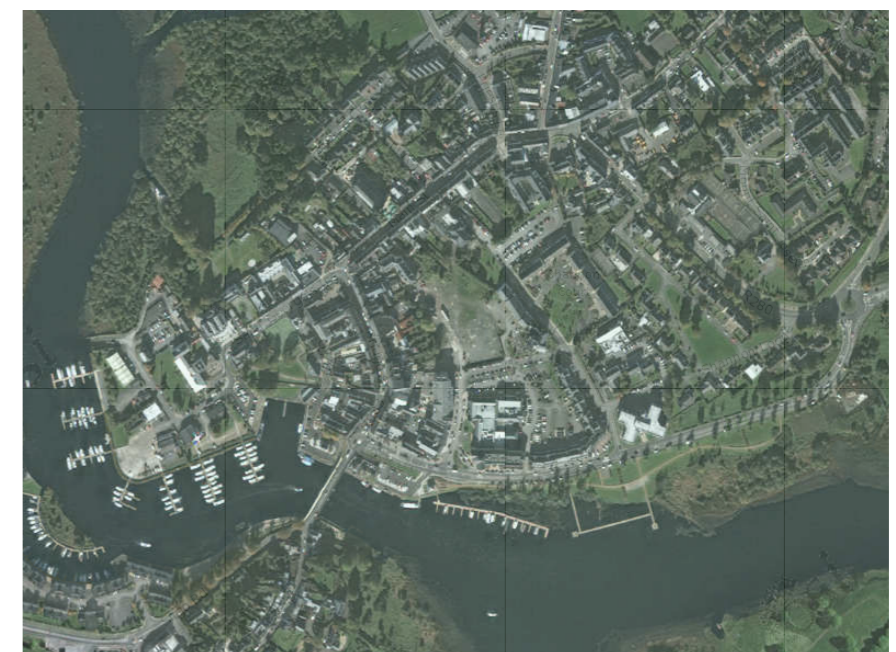
Source: Central Statistics Office, Ireland (web)



Aerial View 1995



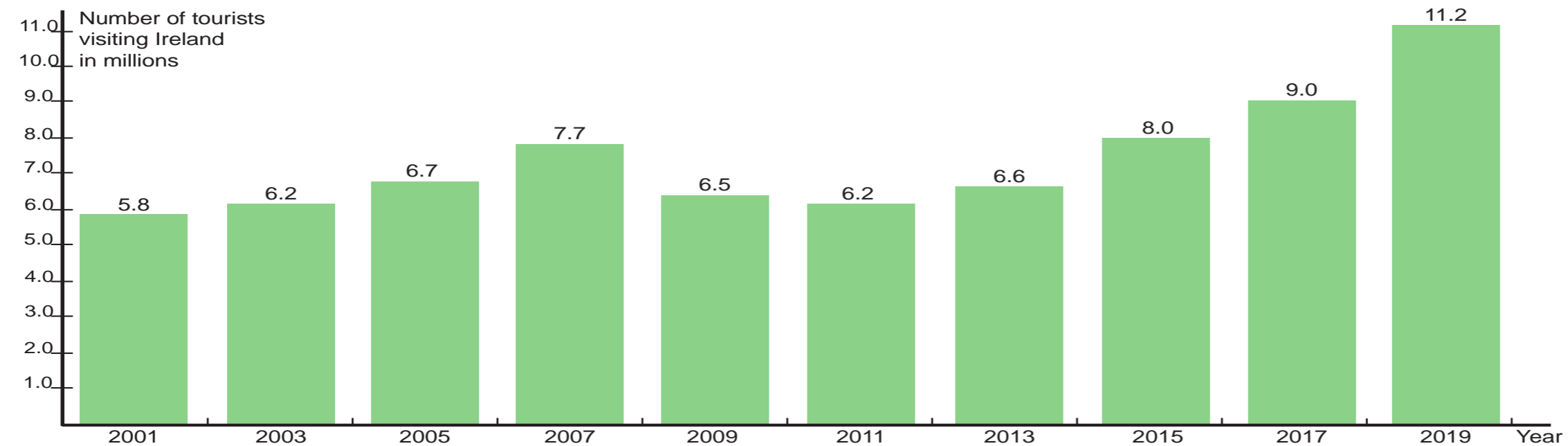
Aerial View 2000



Aerial View 2012

Tourism

Tourism has grown enormously in Ireland over the past twenty years. In 2001, 5.8 million tourists from all over the world visited Ireland. In 2018 this number rose to more than 11 million. These numbers seem to be on the rise since 2011. Tourism has been strong in Carrick on Shannon given its position along the Shannon and this has led to a significant local industry in cruise boat hire. There are many hotels, pubs and restaurants along with a public park, arts centre and board walks catering to this business. The current public realm projects are addressing some of the issues faced by the main streets of many Irish towns where cars have in the past been given priority over pedestrians. There are improved 'linkages' between existing attractions. Towns like Carrick on Shannon with a strong tourist attraction need to protect what is unique to their town whilst seeking to adapt and improve their offering to welcome not only the increased number of tourists but also to make Carrick a desirable place in which to live and work, as well as play.



Source: Fáilte Ireland National Tourism Development Authority - Tourism Facts

Current State

Carrick-on-Shannon’s architectural character contains designed and vernacular elements, of which the vernacular predominates. In common with many Irish mediaeval settlements, Carrick-on-Shannon gradually coalesced into a town over a number of centuries, extending eastwards from the bridge in a relatively organic manner. The St George family extended the town in a planned manner over the centuries based on a number of architectural set pieces: the ‘Gaol’, the courthouse, the market house, St George’s Terrace itself, and ultimately their own seat, Hatley Manor.

On the margins, but within the ‘setting’ of this extension were St George’s Church followed by St Mary’s (the current structure was built in the 1870s to replace an earlier, less imposing chapel). The Jail, now largely demolished, was an imposing structure more than three storeys in height with high boundary walls, so the view from Market Square to the end of the Terrace would have been less open and inviting than is the case currently.

The area concerned by public realm improvements in this application relates to the arrival point of buses along the N4 and the link road from this arrival point on the edge of the river to the town’s heart via the recent backland redevelopment in Flynn’s Field. The buildings along the N4 and this link road are a mixture of retail, hotels and accommodation built in the last 30 years. There is a dominant car culture. As a street it is lively but suffers from traffic congestion, particularly for pedestrians, because of poor footpaths and the proximity of parked cars. Footpaths are of a poor quality with chaotic car parking arrangements. There is very little greening of this area and limited outdoor seating possibilities. At the arrival point at the exiting bus stop along the river’s edge there is currently a small outdoor area with seating and great views of the river. Signage is mixed in design quality and it is not clear to a visitor how they can access the town centre or take a leisurely walk along the Shannon. There are a plethora of design types throughout the town. They are not always strategically located and can sometimes add to the cluttering of the streets.



View along N4 with existing bus stop on the right



View of current public toilets with bus stop in background



Signage at entrance to part on Quay Rd.



View from link road towards river



View from link road towards river

Lighting of some of Carrick’s finest buildings including the three churches is currently of a poor standard.

There are huge opportunities to improve the arrival point along the N4 into Carrick on Shannon and connect in a more meaningful way with the river’s edge and with the link road towards Flynn’s field and Main Street. This proposal also addresses the issue of signage and wayfinding which will give a coherent design approach to information panels and help visitors to navigate their

way through the town. Improved and more sustainable LED projectors will light up the facades of the three churches.

All these additions will have a very positive effect on the town’s image and along with the current public realm project will add enormously to the attractiveness of the town.

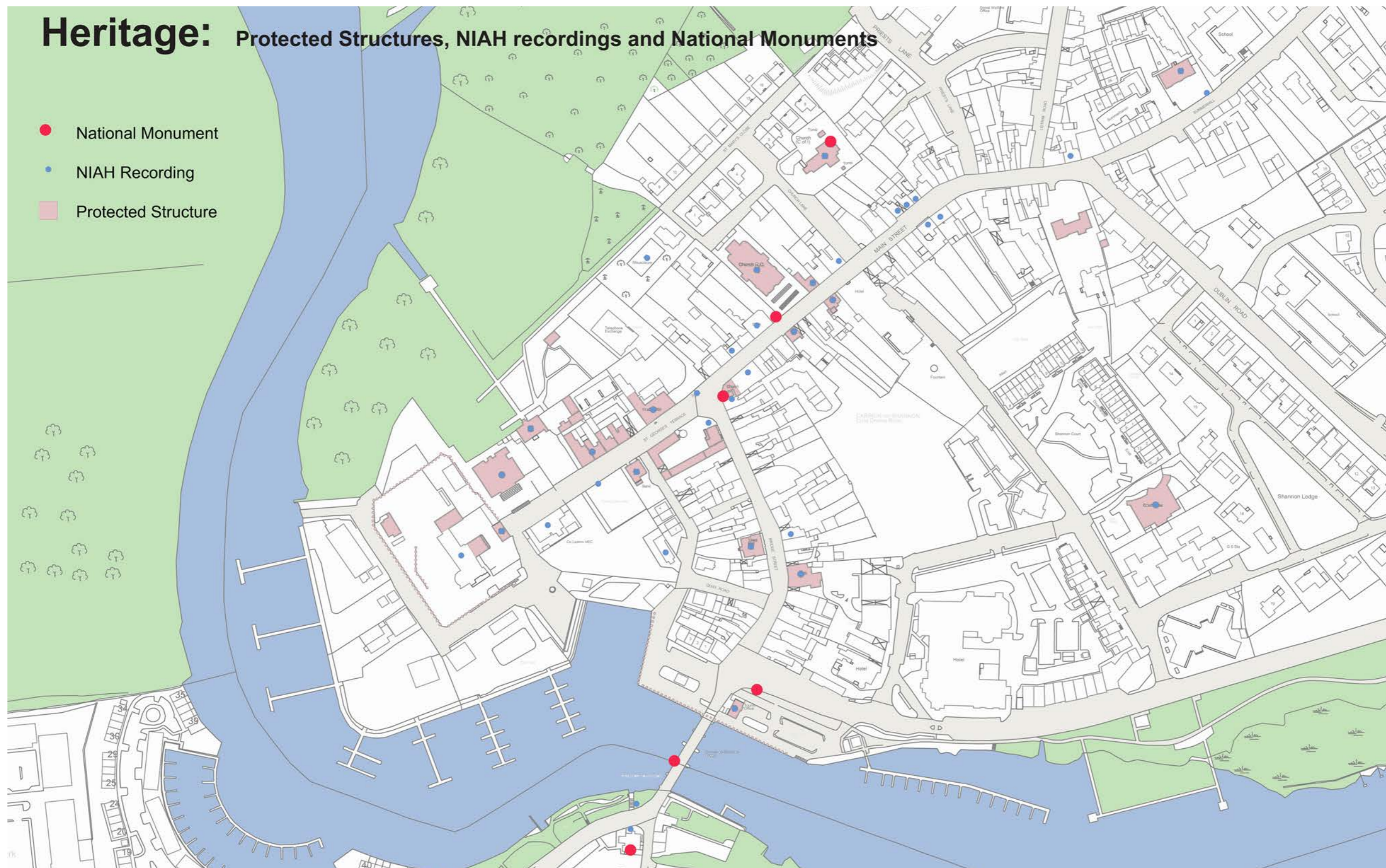


Costello Chapel

St. Georges Church



St Mary’s Catholic Church.



Carrick-on-Shannon Local Area Plan 2010-2019



Carrick-on-Shannon Local Area Plan - Policies & Objectives

This plan sets out a broad structure for the development of the town over the next twenty years prepared by Leitrim County Council. A key to the future growth of the town is the presentation of the town as an attractive place in which to live, work and visit.

The aims of the Plan are detailed under the following headings:

Land Use Zoning / Urban Design / Transportation / Tourism / The Protection

Land Use Zoning

Open Space & Amenity: This zone includes public walkways, parks and open space.

Riverside Development: This zoning relates to leisure, amenity and tourism related uses associated with the River Shannon.

Mixed Use: Zones designated as 'Mixed Use' have been identified in the core of the Town Centre within which a mix of residential and commercial activity takes place. More generally, buildings designed and located so as to be capable of adaptation to a range of other uses will be encouraged. In determining the suitability of development within this zone regard shall be given to the environmental impact of the proposed development on neighbouring uses.

Objective 2.3e	It is an objective of the Council to seek the development of lands zoned 'Open Space & Amenity' for recreational and amenity uses.
Objective 2.3f	It is an objective of the Council to seek the development of lands zoned 'Riverside Development' for leisure, amenity and tourism related uses associated with the River Shannon.

Urban Design

The buildings of Carrick-on-Shannon town centre largely date from the 19th century. A common building language, the limited building technology and range of materials available dictated a consistency in building scale, massing proportion and finish. Buildings fronted directly onto the street, forming a strong urban edge and defining public space.

In contrast, developments dating from the latter half of the 20th century have been piecemeal and haphazard. The result has been a poor quality urban environment with no sense of place. Confusion arises between public and private space, between the backs of buildings and the fronts, between areas of street and areas of car park.

Policy 4.2e	It is the policy of the Council to investigate the possibility of pedestrianisation of Bridge St/Main St. or parts thereof.
Policy 4.2f	It is the policy of the Council to provide additional lighting in the town where required.
Policy 4.2g	It is the policy of the Council to investigate the possibility of developing an integrated urban design scheme for the town core in order to enhance the public domain.
Objective 4.3a	It is an objective of the Council to seek the development of lands along the existing bypass.
Objective 4.3b	It is an objective of the Council to commission an urban design study to examine the feasibility of redeveloping the riverside lands and quay area within the town so as to maximise the potential of the river for the town as an amenity.

of the Built Environment-Heritage /Natural Environment-Heritage / Flood Risk Management

The proposals in this Part 8 address the objectives set out below from the Local Area Plan (highlighted in red).

Transportation

Pedestrians and cyclists need safe and convenient routes. These routes must be well lighted and well surfaced. For safety they should be separated from fast moving traffic (shared surfaces may be appropriate in specific locations such as residential areas, where the pedestrian clearly has priority) and overlooked by as many houses and other premises as possible. Poorly lighted routes through backland areas tend to become focal points for anti-social behaviour. Cyclists need adequate parking facilities while persons with disability or wheeling buggies etc. need unobstructed footpaths with well-located pedestrian crossings and ditched pavements.

Policy 5.1c	It is the policy of the Council to protect the safety, carrying capacity and efficiency of the existing (and future) N4.
Policy 5.1e	It is the policy of the Council to facilitate the construction of a network of footpaths and cycle tracks linking residential areas with schools, the town centre and significant recreational, retail and employment facilities (see Map Nos. 2a & 2b). Generally these links will be designed to accommodate both pedestrian (including wheelchairs, prams and buggies) and cycle traffic, however in certain specific circumstances it may not be appropriate or practical to cater for both pedestrians and cyclists. All routes will be appropriately lighted and surfaced and where possible overlooked by residential and other development so as to facilitate passive supervision.
Policy 5.1k	It is the policy of the Council to encourage greater interconnection in the town between town centre and other shopping areas and amenity and recreational areas.
Objective 5.2e	It is an objective of the Council that the route to the west and north of the Landmark Hotel will be taken in charge by the Council and formally named. Development fronting onto this street and tree planting in accordance with the urban design guidelines set out elsewhere in this plan will help establish this route as a street.
Objective 5.2h	It is an objective of the Council to improve directional road signage to Carrick-on-Shannon
Objective 5.2hi	It is an objective of the Council to seek to have new pedestrian routes linking Bridge St., Main St. and the Dublin Rd. with the backlands area. The Council will seek to establish these routes in cooperation with property owners and tenants. However the Council may use its powers of compulsory acquisition in certain circumstances if necessary. These routes will be appropriately surfaced and lighted. Passive supervision through overlooking from existing or new development will be encouraged where possible.
Objective 5.2k	It is an objective of the Council to seek to establish a pedestrian and cyclist route south from the MBNA Park parallel to the existing bypass road and under the bridge to the Council Buildings in conjunction with the NRA. As part of this route a pedestrian crossing will be installed at an appropriate location on the Dublin Rd.
Objective 5.2m	It is an objective of the Council to investigate the provision of additional pedestrian crossings in the town.
Objective 5.2p	It is an objective of the Council to seek to develop additional car parking spaces (including coach/bus parking) as the need arises.
Objective 5.2r	It is an objective of the Council to ensure all public car parks are adequately surfaced and marked, lighted, signposted and make provision for parking for persons with disability.
Objective 5.2u	It is an objective of the Council to encourage the provision of a shuttle bus service between the retail park and the town centre.

Tourism

The town has emerged as a significant tourism destination, largely centred on the Shannon. There has been considerable investment in tourism accommodation and other tourism enterprises. The Council believes that this industry has the potential to develop further and will support further investment proposals that will expand and upgrade the tourism product on offer. In the course of the lifetime of the plan (2013) the Town will celebrate the 400th anniversary of the granting, in the year 1613, of the Royal Charter by King James to Carrick-on-Shannon.

Policy 9.1a	It is the policy of the Council to continue to support tourism development and promotion for Carrick-on-Shannon.
Policy 9.1b	It is the policy of the Council to work closely with relevant agencies and bodies such as Waterways Ireland and Failte Ireland in order to continue to expand the town's facilities and reputation as a key location of water based tourism.
Policy 9.1c	It is the policy of the Council to develop the River Shannon as a tourism and leisure resource.
Policy 9.1d	It is the policy of the Council to promote appropriate development along the riverside for leisure, amenity and tourism related uses, subject to the protection of the environmental quality and ecological value of the river.
Policy 9.1e	It is the policy of the Council to enhance public access to the river.
Objective 9.2c	It is an objective of the Council to promote tourist events/festivals in the town, particularly the Regatta.
Objective 9.2f	It is an objective of the Council to provide information signage in appropriate location(s) highlighting the attractions of Carrick-on-Shannon.

The Protection of the Built Environment/Heritage

The Council recognises the tremendous depth of heritage and heritage related buildings and structures in Carrick-on-Shannon and it actively supports and encourages all involved in promoting and developing heritage related activities for the social, cultural and tourism betterment of the town. The built heritage of the town centre is an important element in the character of Carrick-on-Shannon.

Policy 11.3a	It is the policy of the Council to protect the buildings and structures listed for protection in the Record of Protected Structures for County Leitrim that lie within the Carrick-on-Shannon development boundary. (refer to Map Nos. 3a-3e and Appendix E).
Policy 11.3c	It is the policy of the Council to seek the protection of the external fabric of structures of heritage value in the Architectural Conservation Area.
Policy 11.3f	It is the policy of the Council to protect the Recorded Monuments, located within Carrick-on-Shannon, from damage (See Map No. 6).
Objective 11.4a	It is an objective of the Council to protect and enhance the Architectural Conservation Area as identified on Map No. 5.
Objective 11.4b	It is an objective of the Council to provide information plaques on various Historic Landmark Buildings in the town.

Carrick-on-Shannon Local Area Plan

Policies & Objectives - Maps

Natural Environment/Heritage

The natural environment makes a vital contribution to the quality of life in Carrick-on-Shannon. The Council is keenly aware of its duty to protect the town's natural environment. The banks and the River Shannon, woodlands and hedgerows host a rich and diverse range of species and habitats that have taken many hundreds, and sometimes thousands, of years to evolve. They can be destroyed overnight. In seeking to promote economic and physical development the Council will balance the needs to conserve the town's natural heritage.

Policy 12.1a It is the policy of the Council to make tree preservation orders for trees, groups of trees and woodlands of ecological and/or landscape significance, which may come under threat.

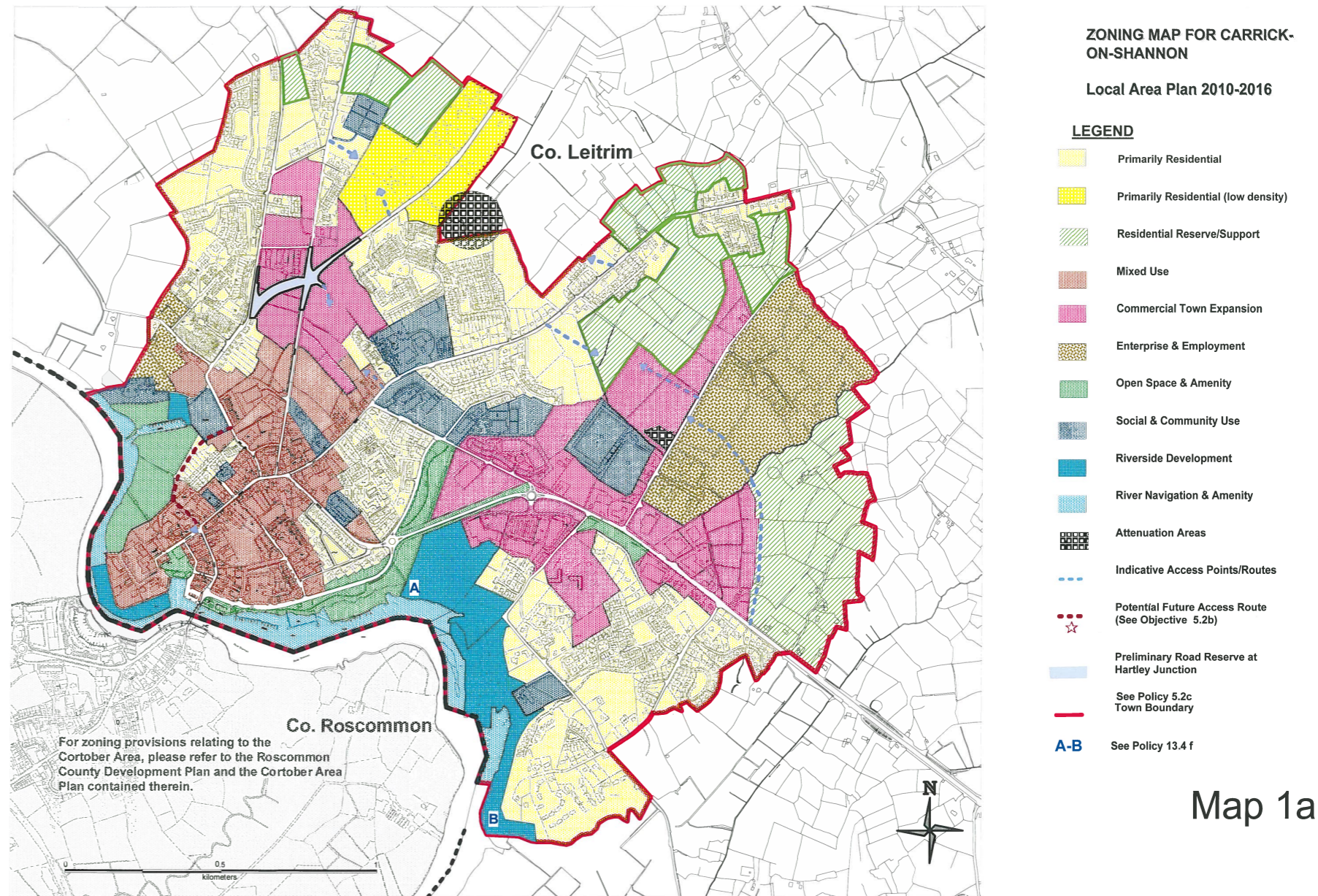
Policy 12.1b It is the policy of the Council to protect and preserve existing hedgerows where appropriate and to encourage the planting of new hedgerows, using traditional native species.

Objective 12.2a It is an objective of the Council to facilitate the provision of suitably located wildlife information panels, including fish species information, along the Linear Park.

Flood Risk Management

Low lying parts of Carrick-on-Shannon suffer from extensive flooding during prolonged wet periods. The Council recognises that these flood plains serve an important function. Development on the river's flood plain can lead to both the development itself being inundated and downstream flooding problems for other low lying lands. Such development proposals will only be favourably considered where the Council is satisfied that the development is of significant strategic importance for the town and the mitigated impact on the flood plain is acceptable.

Policy 13.4b It is the policy of the Council to seek to ensure that proposals within flood risk areas exclude high vulnerability uses such as residential care homes, hospitals, emergency services, residential use at ground floor level and certain strategic infrastructural services and facilities.

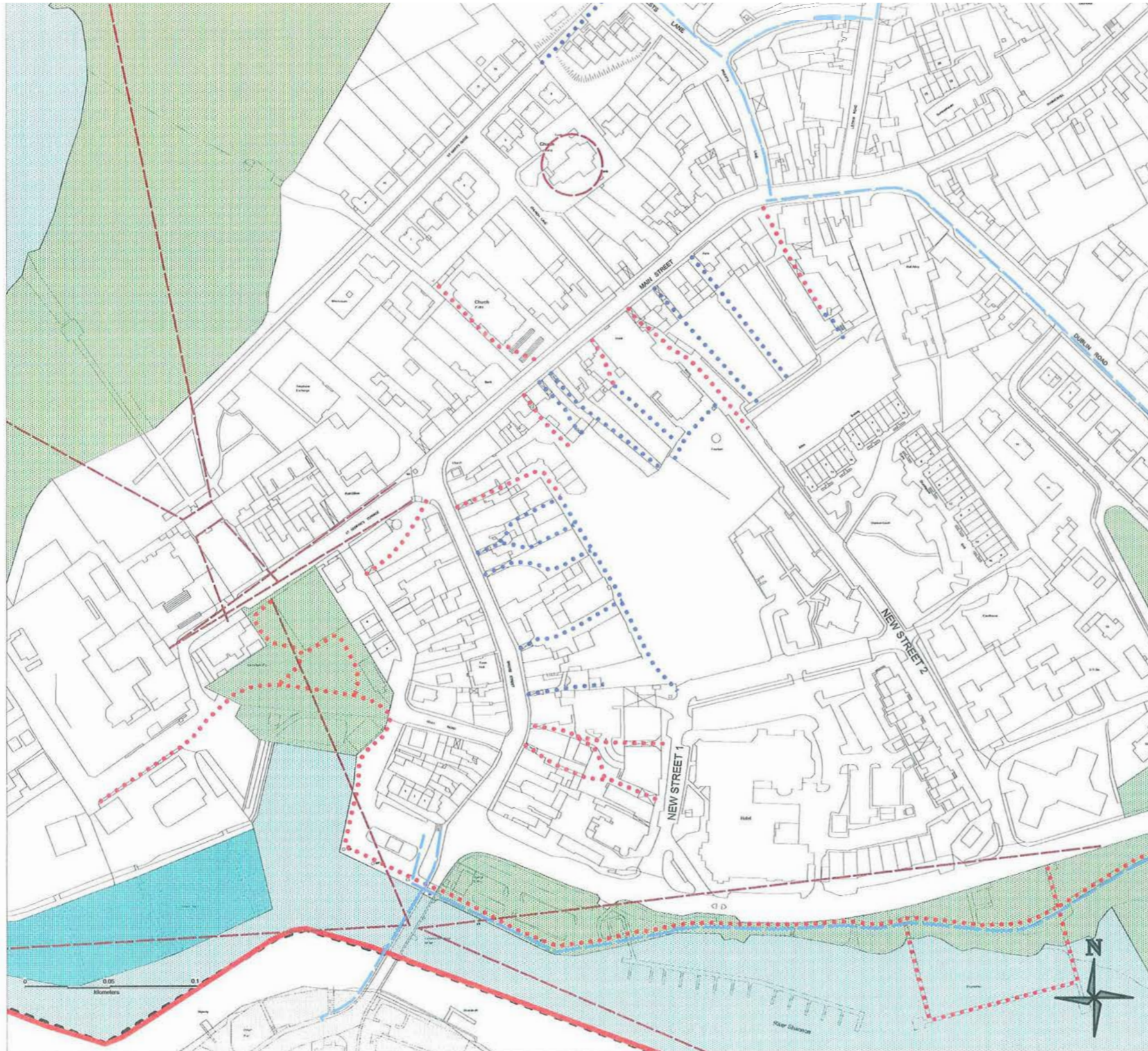


Carrick on Shannon Local Area Plan 2010 -2016
Zoning Map (including Variation No 1 1st April 2012)

MAP 1a - Carrick Local Area Plan 2010-2019

Map 1a

Carrick-on-Shannon Local Area Plan - Maps



AMENITY MAP 2 of 2 FOR CARRICK - ON-SHANNON

Local Area Plan 2010-2016

LEGEND

- Open Space & Amenity
- Community Use
- Riverside Development
- River Navigation & Amenity
- Existing Pedestrian Access
- Potential Future Pedestrian Access
- Proposed Cycle Routes
- Views and Prospects
- Views and Prospects

CARRICK ON SHANNON AMENITY Map 2 of 2

Map 2b

MAP 2b - Carrick Local Area Plan 2010-2019

Nature of the Proposals



Nature and Extent of Proposals

The Carrick on Shannon Destination Town Project will include the following works:

1. To undertake a **Public Realm Improvements Scheme** within the Town, to enhance the existing streetscape between Cryan's Hotel and the Carrick Plaza Suites along Local road L3401-1. The nature of the public realm works includes, inter alia, the widening of footpaths, the provision of enhanced uncontrolled pedestrian crossings, the provision of new public lighting in addition to the existing lighting, to replace the existing road surface, to relocate the existing street furniture and signage, the provision of soft and hard landscaping measures and to alter the existing on street car-parking provision.
2. **The Replacement of the existing Bus stop shelter with a covered structure** along the N4 on the Southern carriage-way that will shelter people waiting on or arriving by bus while equally providing shelter to enjoy overlooking the public space along the river edge. External seating and improved landscaping of the area to the rear of this covered structure and the river walk.
3. **The Installation of a new covered bus shelter** along Local Road L3401-1 to the front of the Primary Care Building as a bus departure area.
4. **The Relocation of the existing ESB Networks Sub-station** currently located in front of the Carrick Plaza Suites.
5. **Improvements to external lighting** of the following protected structures: Costello Memorial Chapel, St. George's Church and St Mary's Catholic Church.
6. **The provision of 16 No. Way Finding Signs** to include additional hard/soft landscaping works in the vicinity of Sign No. 5 and 6 as indicated on the submitted documentation



Aerial view of proposed site area

The map opposite and the 3D Aerial image above show the extent and nature of the proposals. They are outlined here with a brief description of the nature of the interventions in each case, before being shown in more detail over the following pages.

AREA 1: Public Realm:

Re-affirm the new axis from the national road to the Flynn's Field car park, Local road: L-3401-1. The footpath is more generous to highlight pedestrian accessibility up to Main

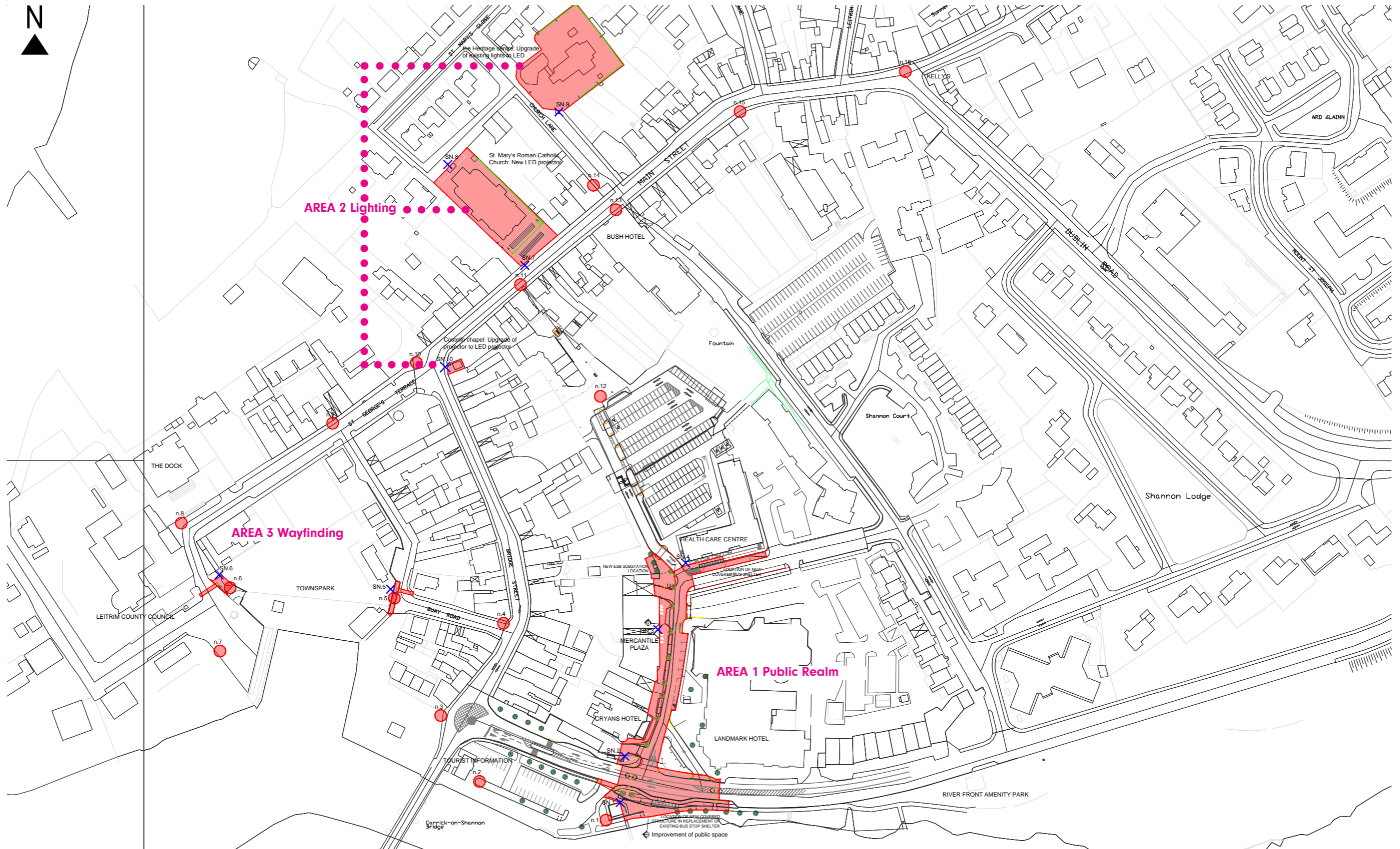
Street. Two long bus shelters are designed to the north (collection point) and south (arrival point) of the site to provide a circuit for visitors coming by bus. The bus shelter doubles up as a covered outdoor area with the natural topography allowing for integrated external seating to allow visitors and locals enjoy the view of the river, and for small performances, welcoming parties etc. The newly landscaped area will also allow for pop-up events.

AREA 2: Lighting:

New improved sustainable LED public lighting is proposed for the following churches: St. Mary's Roman Catholic Church, St. George's Church and Costello Memorial Chapel.

AREA 3: Wayfinding:

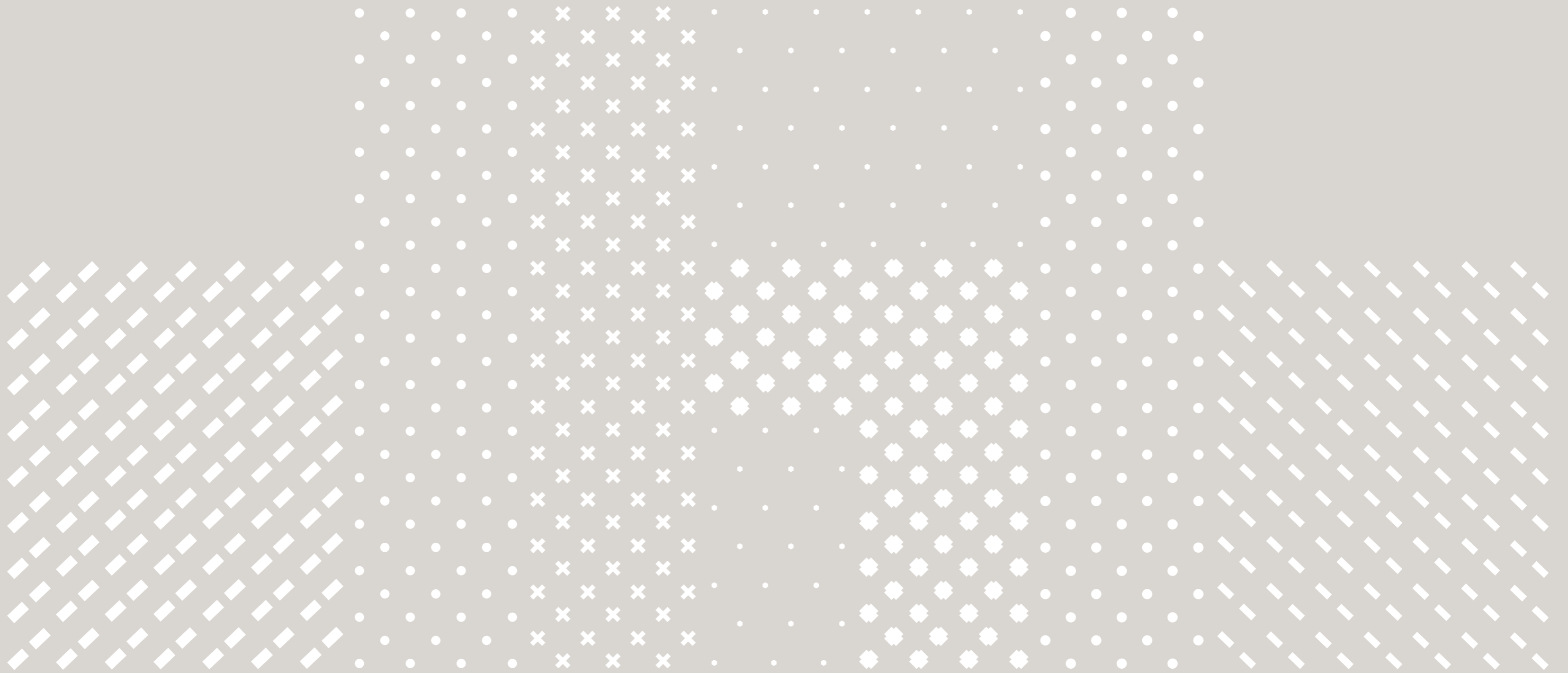
A new integrated signage and wayfinding scheme is being proposed for the town centre which will orientate visitors and help them navigate their way through and around the town whilst also providing useful information on places of significance.



Extract from Planning Application Drawings showing proposed site area.
Please refer to Drawing PL-102.

AREA 1

Public Realm



Introduction

Leitrim County Council secured funding under the Bord Fáilte Destination Towns scheme to boost the attractiveness and tourism appeal of Carrick on Shannon. The application includes improvements to the main arrival point into the town along the river's edge and better connections to the town centre including improved links to the newly developed backlands parking area known as Flynn's field and on through the new laneway to Main Street.

It is proposed to replace the existing bus stop with a new covered area that

will shelter people waiting on or arriving by bus whilst equally providing shelter to enjoy overlooking the small upgraded public space on the edge of the river bank. External seating and improved landscaping of the area are also proposed to continue the very successful biodiversity strategy already in place along the existing river walk.

New improved wayfinding and pedestrian crossings will suggest a number of walking routes that can be taken to reach the town centre.



Image of the proposed arrival area and improved public realm towards Flynn's Field.

Plans

Local road: L-3401-1

The Plans include improved pavement widths to prioritize pedestrians along the northern edge of the link road. A band of trees will add to the greening of the area whilst structuring bays of parking. Existing entrances and exits to buildings will be maintained.

The new entrance to the medical centre and to Flynn's Field parking will be clearly identifiable with the ESB substation being relocated. A new bus departure area is proposed in front of the medical centre

To the western side of the link road, there will still be a pedestrian crossing but repositioned to improve the sight lines between the link road and the improved public space on the river's edge.

Improved pedestrian linkages are also proposed from north to south and westwards from the Landmark Hotel to the river walk.

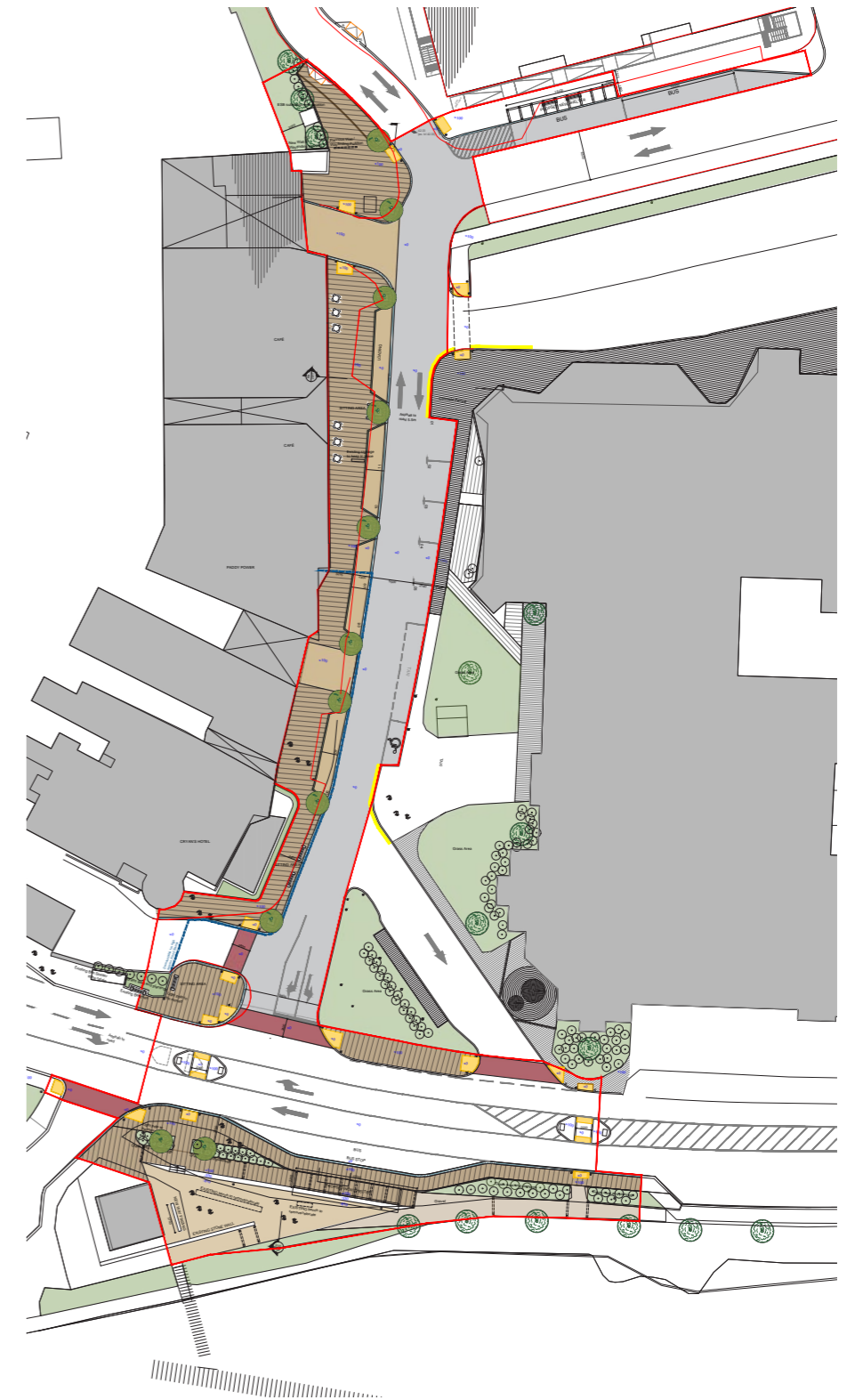
Pedestrian: The north-south and east-west axes are improved and safer for pedestrians. The car and pedestrian spaces are more clearly delineated and the crossings highlighted.

Vehicular Entrance: The entrance to local road L3401-1 is wider to allow the bus to pick up visitors from the bus stop along the Health Care Center.

Parking: On the west side of the L-3401-1 road the parking spaces were not correctly defined. There are now 11 more generous and visible parking spaces.



Existing Plan

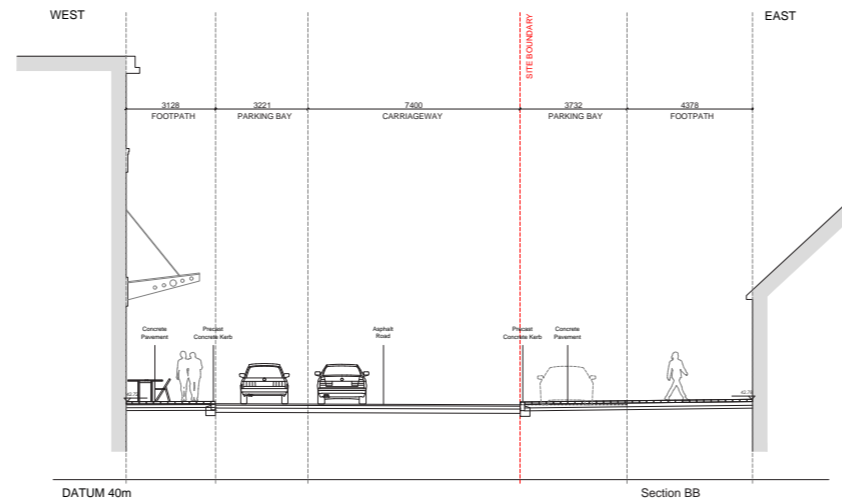


Proposed Plan

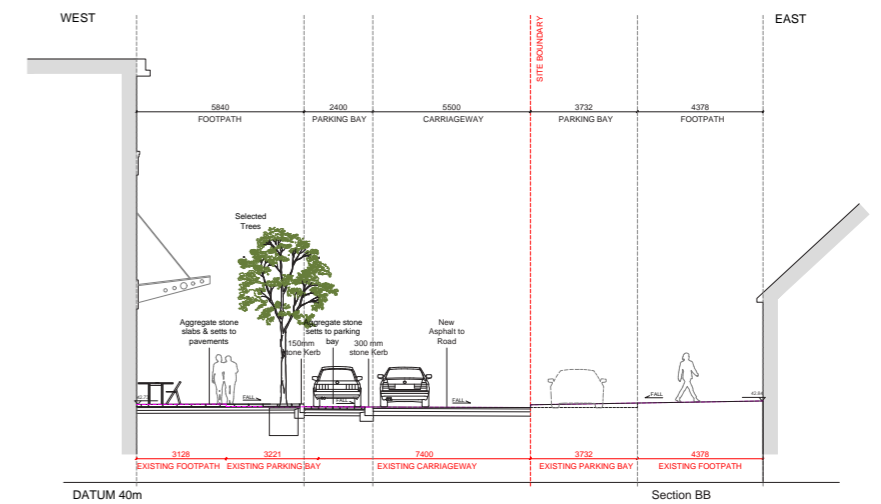
Section/Elevation

The sectional elevation below shows the proposed scale of the intervention. The line of trees are well spaced to provide a pleasant screen in front of the buildings without shielding them from view. They help to order the street's currently untidy parking arrangement.

The street enjoys a southerly aspect and good views of the Shannon. Bands of public seating and viewing areas are proposed. The slight change in level between the new bus shelter area and the existing ground level on the river side is also used to provide seating.



Existing Section



Proposed Section



Existing Section/Elevation



Proposed Section/ Elevation

Perspectives



Birds eye view of the arrival point on the N4.



Arrival into Carrick on Shannon on National Route from Dublin to Sligo.



Sight line to river's edge from the Hotel side.



Proposed bus collection point outside the new Primary Care Centre.

Perspectives



Bus stop/sheltered area on arrival into Carrick on Shannon

Perspectives - Details



Bus stop/sheltered area on arrival into Carrick on Shannon

Material Selection



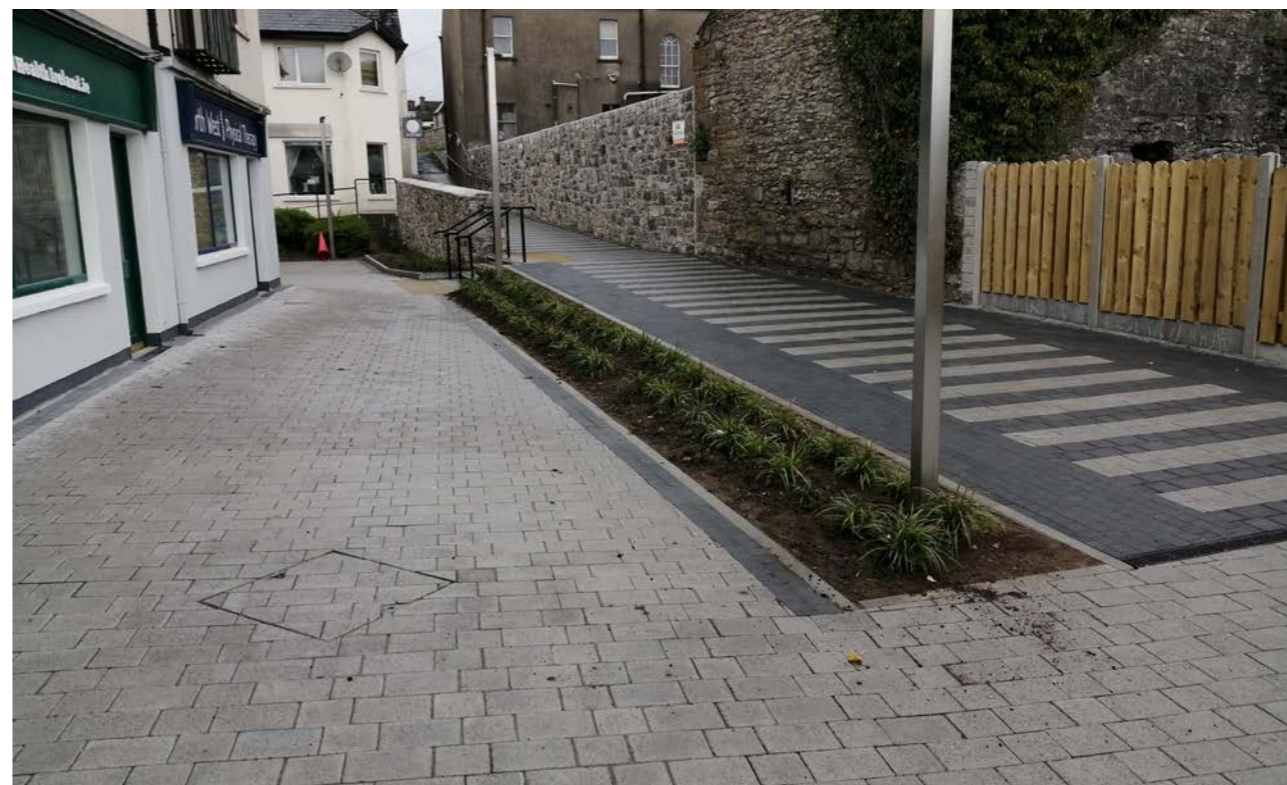
Ballylusk Gravel
To New Public Space - Plaza



Wooden Bench on Concrete/stone block
To Seating areas

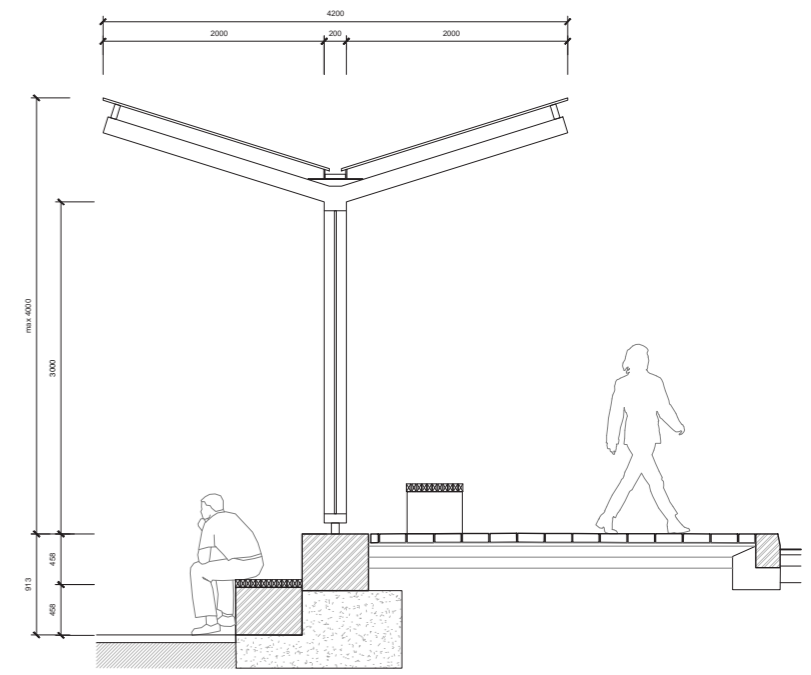
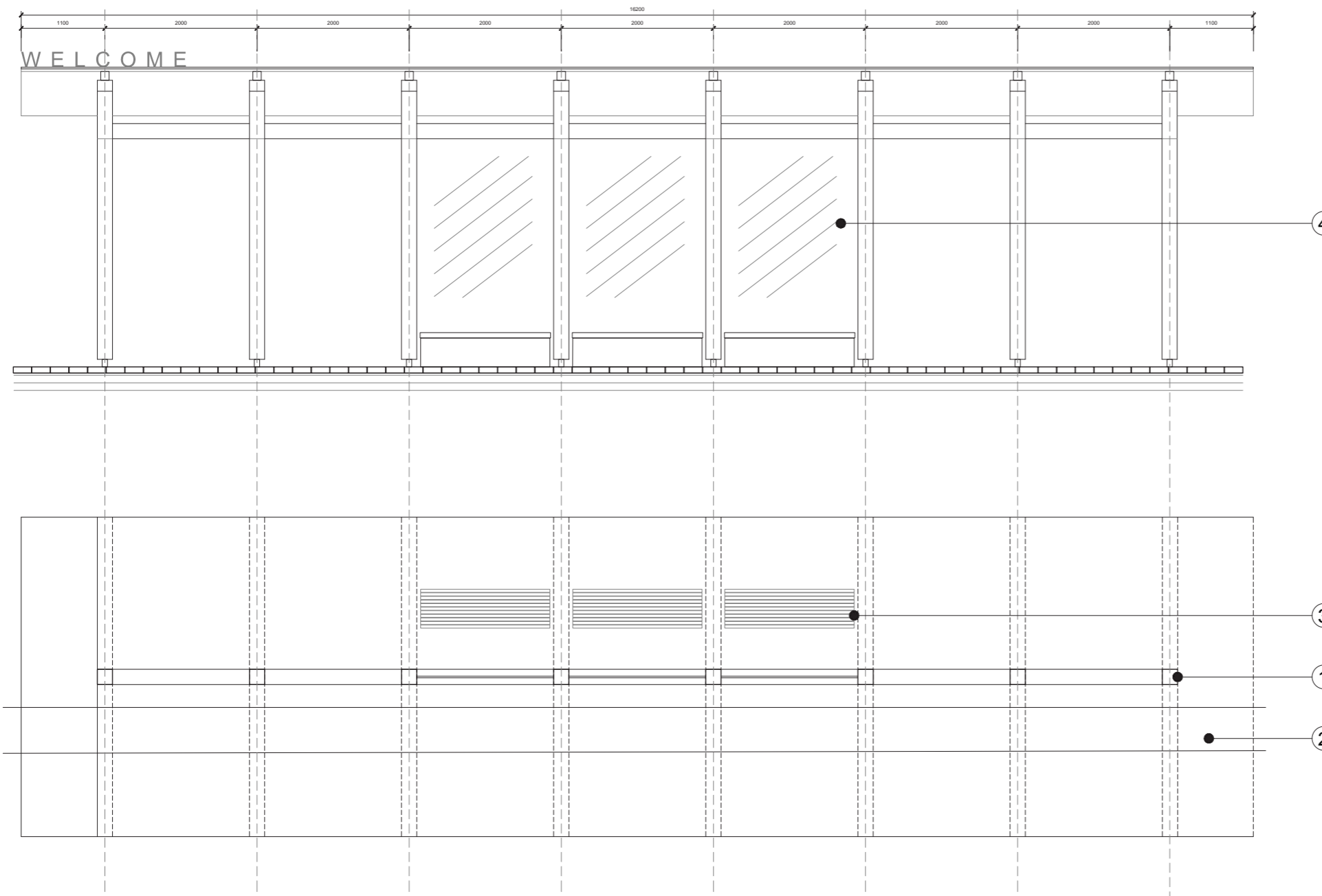


BUS Stop
with gantry structure and glass roof



Block paving product made with sparkling granite aggregates, Flynn's Field
To Footpath

BUS Stop Type 1 - Details

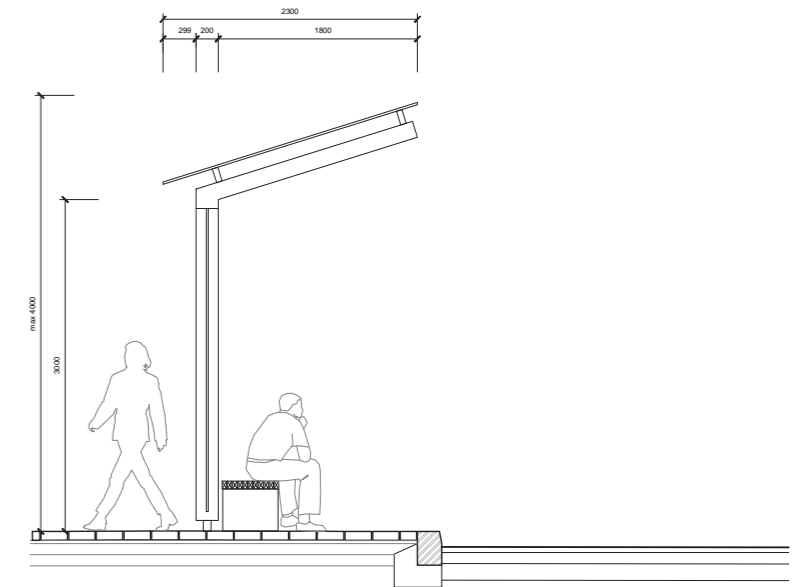
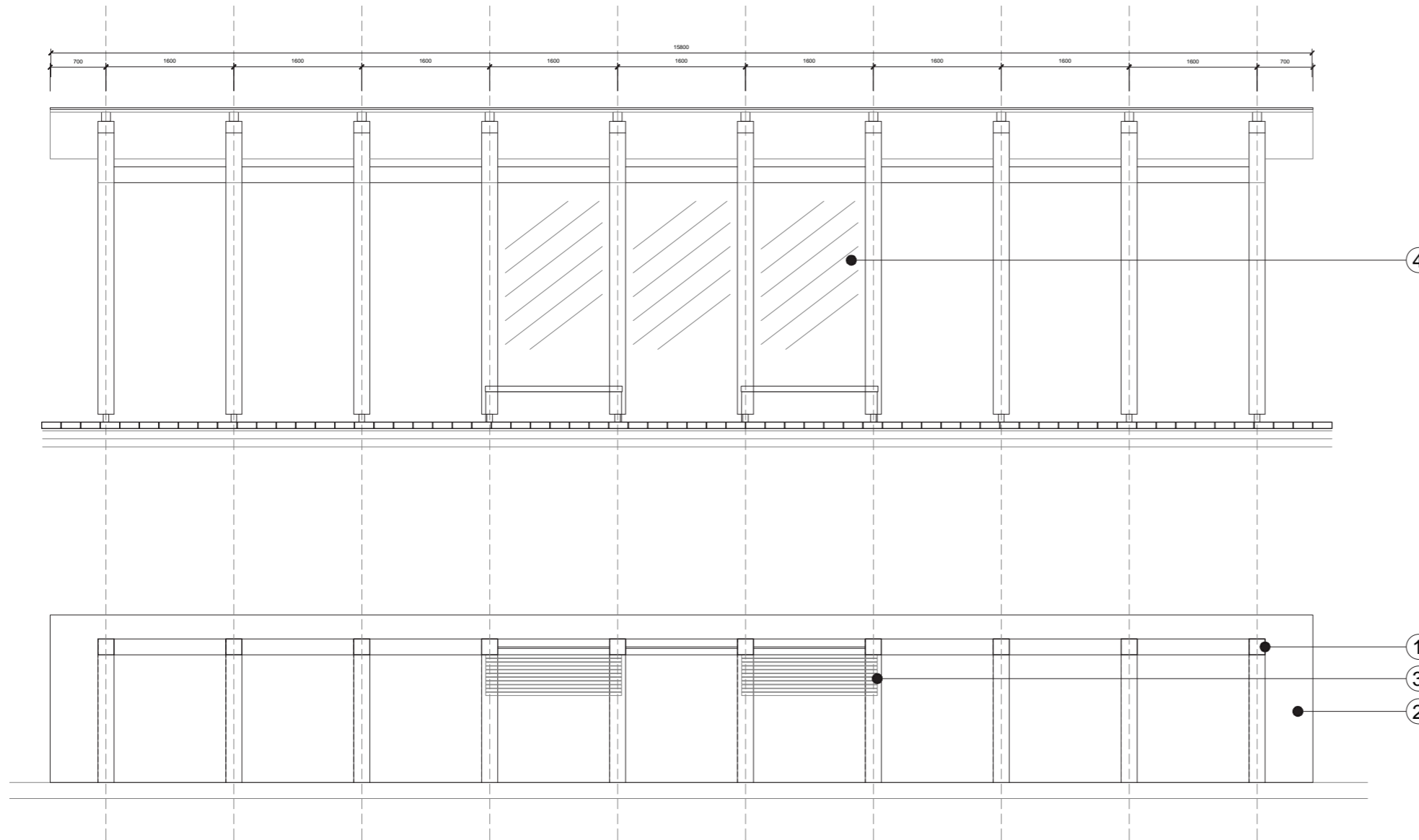


Technical specifications:

1. 16200 x 4200 x 4000 mm
Timber BUS Stop with 4200 x
4000 x 200 mm Timber gantry.
2. 16200 x 4200 x 1000 mm glass
roof
3. 1700 x 510 x 450 mm Bench
4. 2800 x 1800 mm glass infill

Bus stop/sheltered - Type 1 along N4

BUS Stop Type 2 - Details



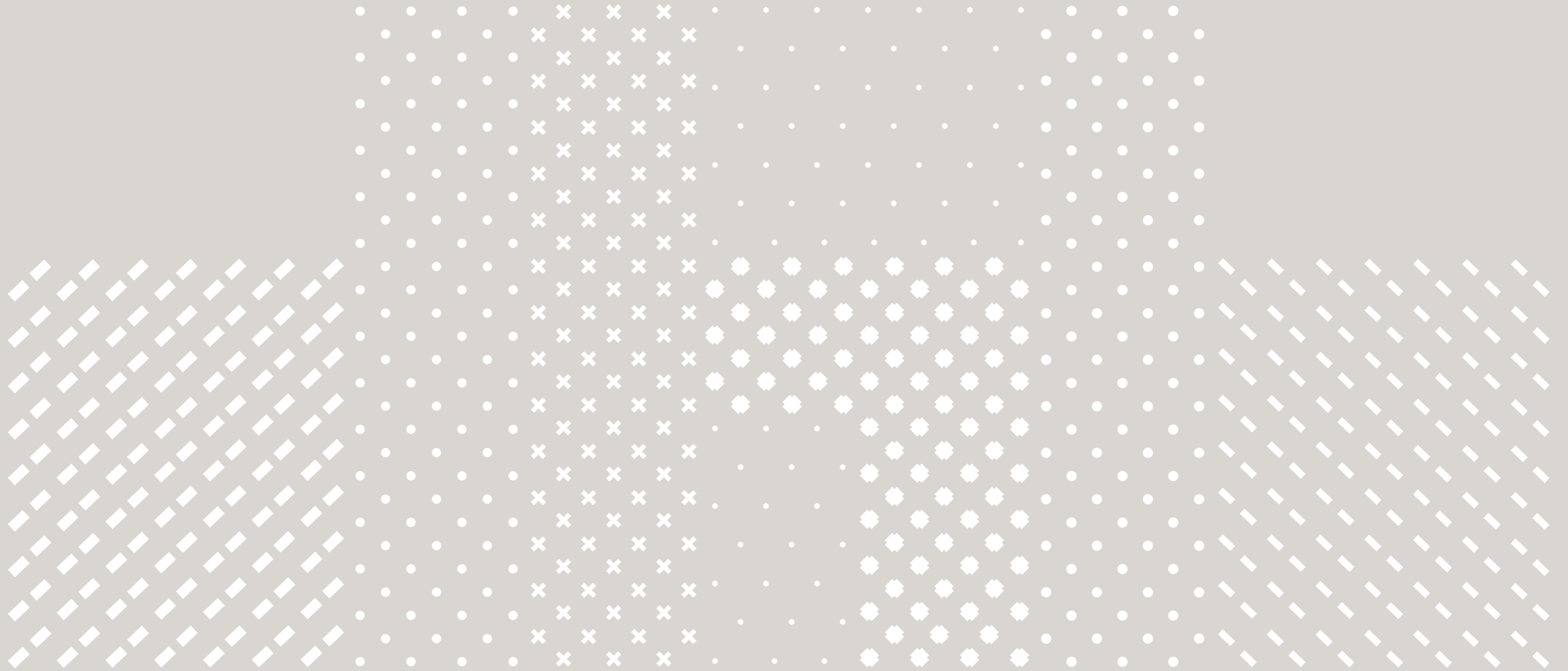
Technical specifications:

1. 15800 x 2300 x 4000 mm Timber BUS Stop with 4200 x 2300 x 200 mm Timber gantry.
2. 15800 x 2300 x 1000 mm glass roof
3. 1700 x 510 x 450 mm Bench
4. 2800 x 1400 mm glass infill

Bus stop/sheltered - Type 2 along Primary Care Centre

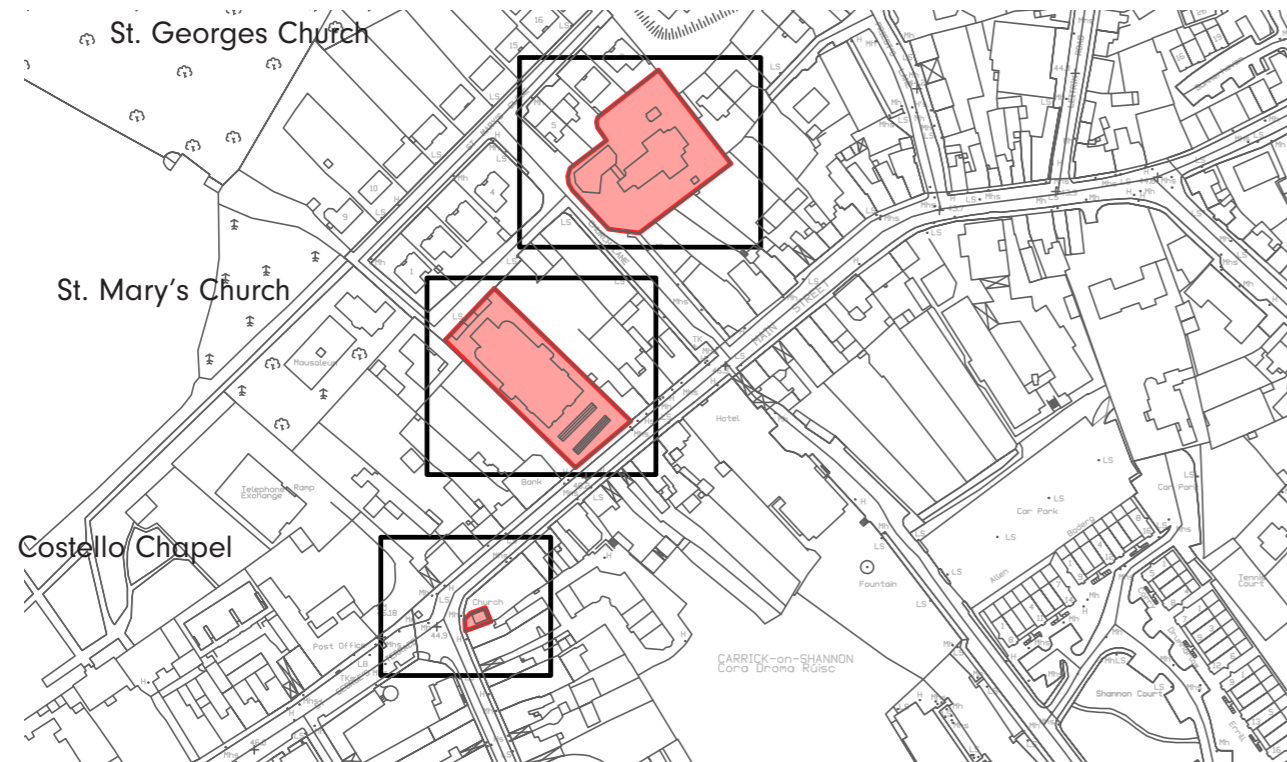
AREA 2

Lighting

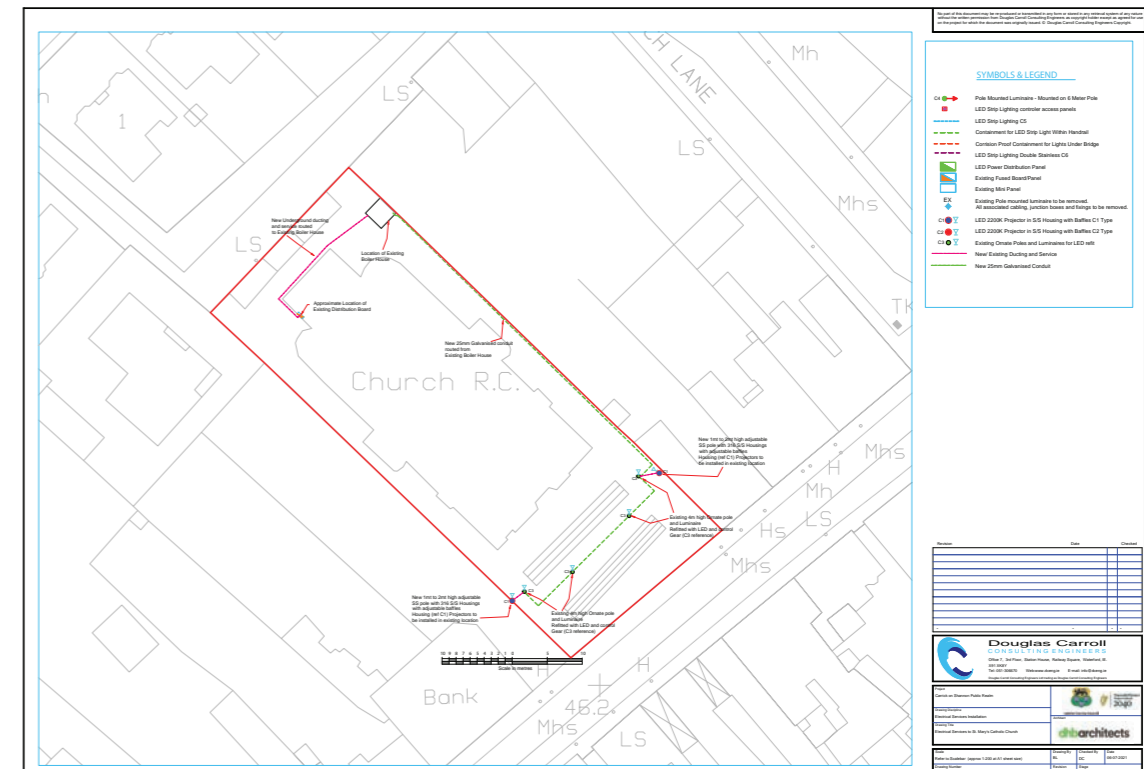


Replacement and new lighting of churches

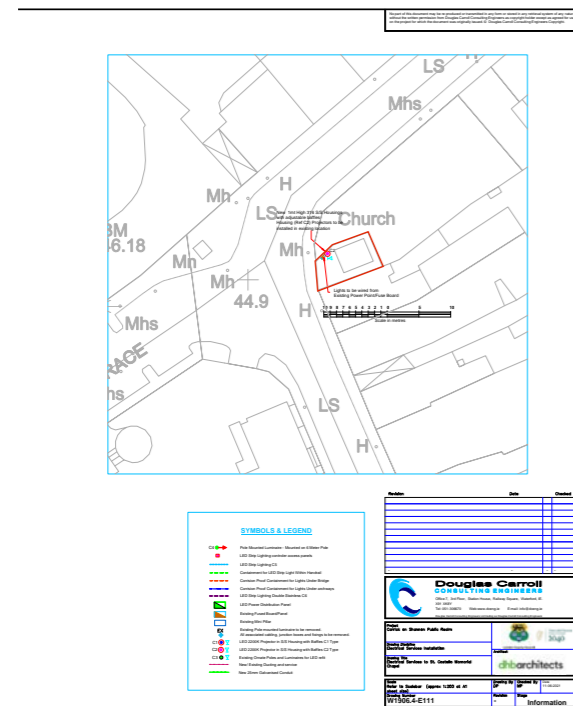
Improvements to external lighting



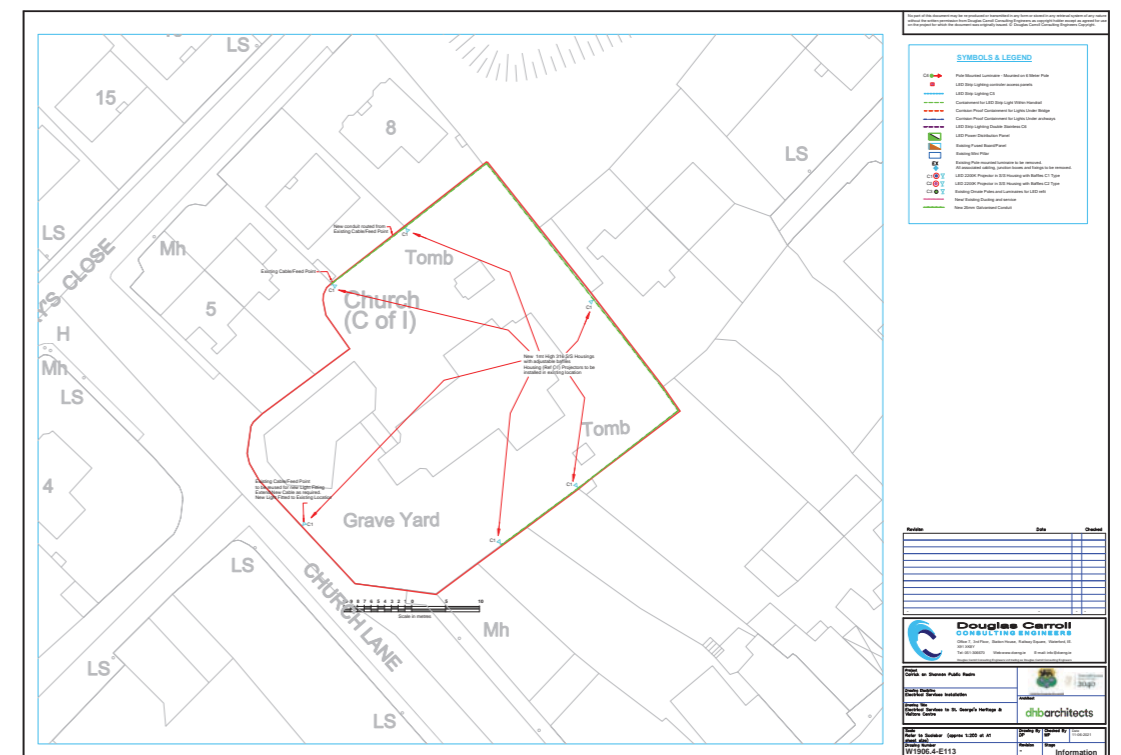
Location of upgraded LED and new lighting of churches



St. Mary's Church: 2 new 1mt to 2mt high adjustable SS pole with 316 S/S Housings with adjustable baffles Housing (ref C1) Projectors to be installed in existing location. 4 Existing 4m high Omate pole and Luminaire Refitted with LED and control Gear (ref C3).



Costello Chapel: Existing projector to be replaced with LED projector



St. George's Chapel: Existing projectors to be replaced with LEDs projectors

New lighting of churches

Church Lighting

Lighting upgrades are to be carried out on three No. churches as detailed below and contained in the Drawings No's W1906 E111, W1906 E112 and W1906 E113

All churches are to have both time and Astro clocks installed and set to the requirements and schedules of LCC.

All electrical works, protections and modifications must conform to the current ETCI standards.

1.1 Costello Memorial Chapel.

The requirement is for the illumination of the front facade of the church with a baffled LED Projector the colour of which is to be 2200K in order to improve the night-time visibility of the heritage and character of this historical building and local landmark for the benefit of the community and tourism.

The works entail the replacement of the existing 1 No. Luminaire and replacement with a LED Projector Fitting (C2 type of the attached schedule) housed in a 316 Stainless Steel housing with light control baffles to control and target the light and prevent spill to the adjoining areas.

1.2 St. Mary's Roman Catholic Church.

The requirement is to illuminate the front facade of the church with 2 No. baffled LED Projector's the colour of 2200K in colour in order to improve the night-time visibility of the heritage and character of this historical building and local landmark for the benefit of the community and tourism.

The works entail the installation of 2 No. Luminaire's with a LED Projector Fitting (C1 type of the attached schedule) housed in a 316 Stainless Steel housing with light control baffles to control and target the light and prevent spill to the adjoining areas.

In addition there are 4 No. ornate 4 m poles and luminaires. These require to be retrofitted with new LED Modules and controls (C3 type of

the attached schedule).

1.3 St. George's Church, church of Ireland.

The requirement is to illuminate the four façades of the church with 6 No. baffled LED Projector's the colour of which is to be 2200K and to improve the night-time visibility of the heritage and character of this historical building and local landmark for the benefit of the community and tourism.

The works entail the replacement of the existing 6 No. Luminaire's with a LED Projector Fitting (C1 type of the attached schedule) housed in a 316 Stainless Steel housing with light control baffles to control and target the light and prevent spill to the adjoining areas.

LED luminaires shall be photometrically tested in accordance with 'IESNA LM-79-08, IES Approved Method for the Electrical and Photometric Measurement of Solid-State Lighting Products'. Results certificates shall be provided. LED modules shall be tested in accordance with 'IESNA LM-80-08, IES approved Method: Measuring Lumen Maintenance of Light Emitting Diode Light Sources'. Results certificates shall be provided.

LED luminaires shall have lifetimes extrapolated in accordance with 'IESNA TM-21-11, IES Approved Method: Making Useful LED Lifetime Projections'. LED modules and luminaires shall have product information displayed in accordance with 'IEC/PAS 62717 Performance requirements, LED modules for general Lighting' and 'IEC/PAS 62722 Performance requirements, LED luminaires for general lighting'.



Example of warm LED lighting on stone church facades

Led Lighting Fitting Schedule					
Fitting Type	Product Code	Description	Colour	Used in	Image
C1	FLC260 LED	Projector Description IP66, Class I. IK07. Marine-grade, die-cast aluminium alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. Safety glass lens. One cable gland. Second gland for through wiring on request. Integral EC electronic converter, thermally separated. CAD-optimised optics for superior illumination	2200K	St. George's Church and St. Mary's Church	
C2	FLC220 LED	IP66, Class I. IK07. Marine-grade, die-cast aluminium alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. Safety glass lens. One cable gland. Second gland for through wiring on request. Integral EC electronic converter, thermally separated. CAD-optimised optics for superior illumination	2200K	St Costello Church	
C3		Refit current luminaires to ne gear with 2700k Retrofit LED kit, submission of control gear to be made prior to install	2700K	St. Mary's Church	

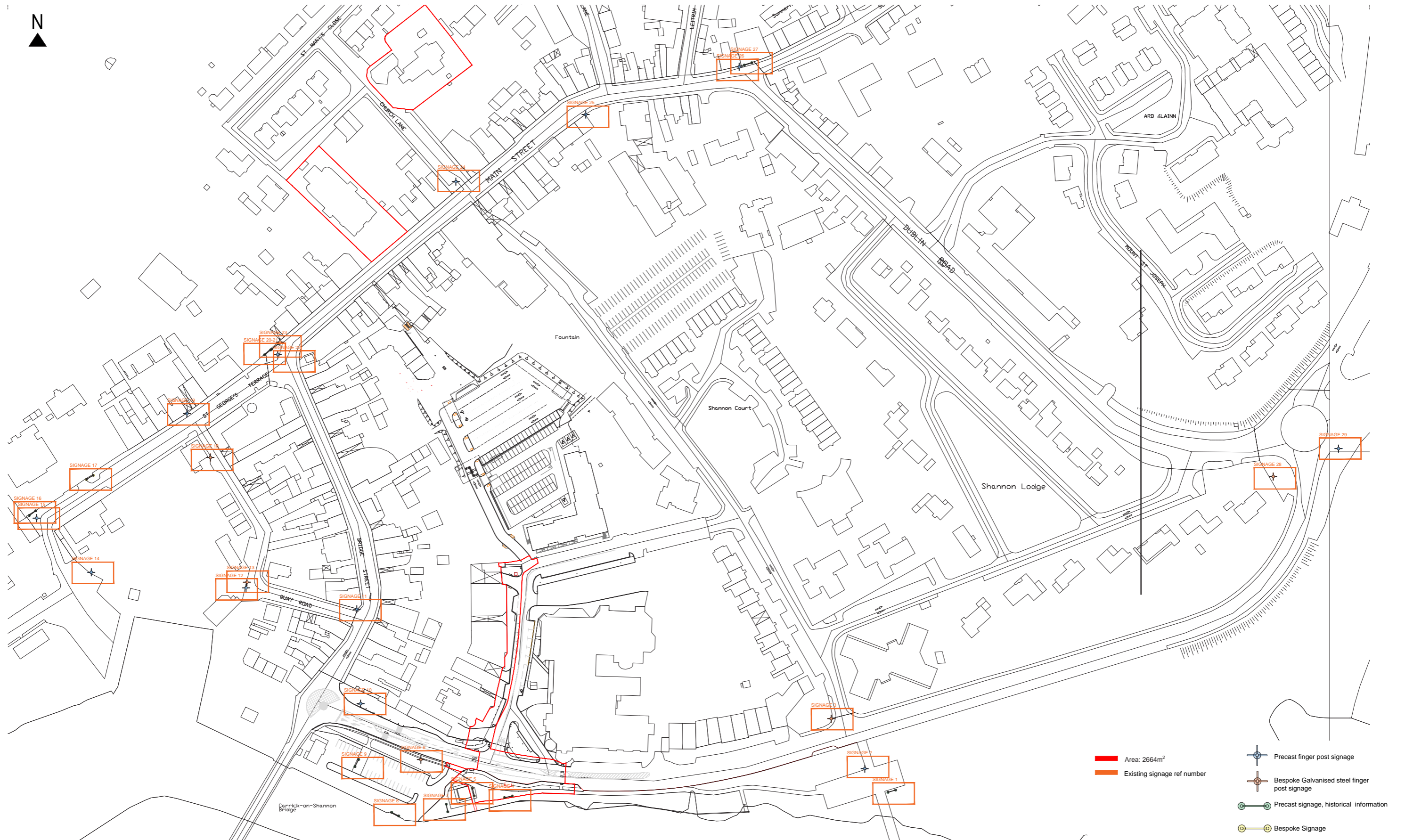
Types of lighting to be used

AREA 3

Wayfinding



Existing wayfinding - Plan



Existing wayfinding - Photos



SIGNAGE 1 AND 2
Signages to stay



SIGNAGE 3
Signage to stay



SIGNAGE 4
Signage to stay



SIGNAGE 5
Signage to be replaced. See drawing 2201 for details.



SIGNAGE 6
Signage to stay



SIGNAGE 7
Signage to stay



SIGNAGE 8
Signage to stay



SIGNAGE 9
Signage to stay



SIGNAGE 10
Signage to stay



SIGNAGE 11
Signage to be relocated. See drawing 3020 for details, number 4.



SIGNAGE 12 AND 13
Signages to be relocated. See drawing 3020 and 3200 for details, number 5.



SIGNAGE 14
Signage to be relocated. See drawing 3020 and 3200 for details, number 6.



SIGNAGE 15 AND 16
Signages to be relocated. See drawing 3021 for details, number 8.



SIGNAGE 17
Signage to stay



SIGNAGE 18
Signage to stay



SIGNAGE 19
Signage to be relocated. See drawing 3021 for details, number 9.



SIGNAGE 20 AND 21
Signage to be relocated.



SIGNAGE 22 AND 23
Signages to be relocated. See drawing 3021 for details, number 10.



SIGNAGE 24
Signage to be relocated. See drawing 3022 for details, number 13.



SIGNAGE 25
Signage to be relocated. See drawing 3022 for details, number 15.



SIGNAGE 26 AND 27
Signages to be relocated. See drawing 3022 for details, number 16.



SIGNAGE 28
Signage to stay



SIGNAGE 29
Signage to stay

Plan showing decision-making points

To determine the best location for signage and wayfinding we first established the key decision-making areas for drivers and pedestrians along with the main arrival points into the town.



Plan showing Points of interest

We then determined public areas, parks, cultural and heritage buildings and any other tourist destination points of interest.

- Arrival, Transport Points
- Destinations
- Important Spaces
- Shannon River



Study of the Signage locations

Finally we rationalized the wayfinding and signage requirements to avoid cluttering and duplication. We propose positions that are key to giving the visitor clear and non conflicting guidance. Different types of signage are then explored.



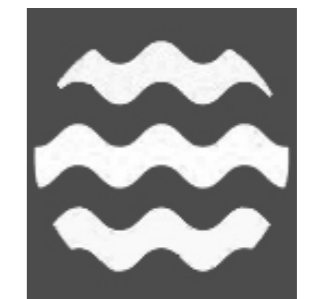
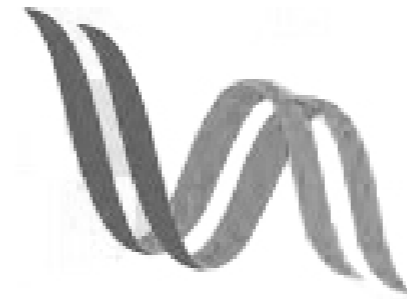
Studies of colour, logos & materials



Existing materials palette and colours from public realm improvement scheme.

Different logos were explored as they can help give the signage a sense of place and reinforce identity.

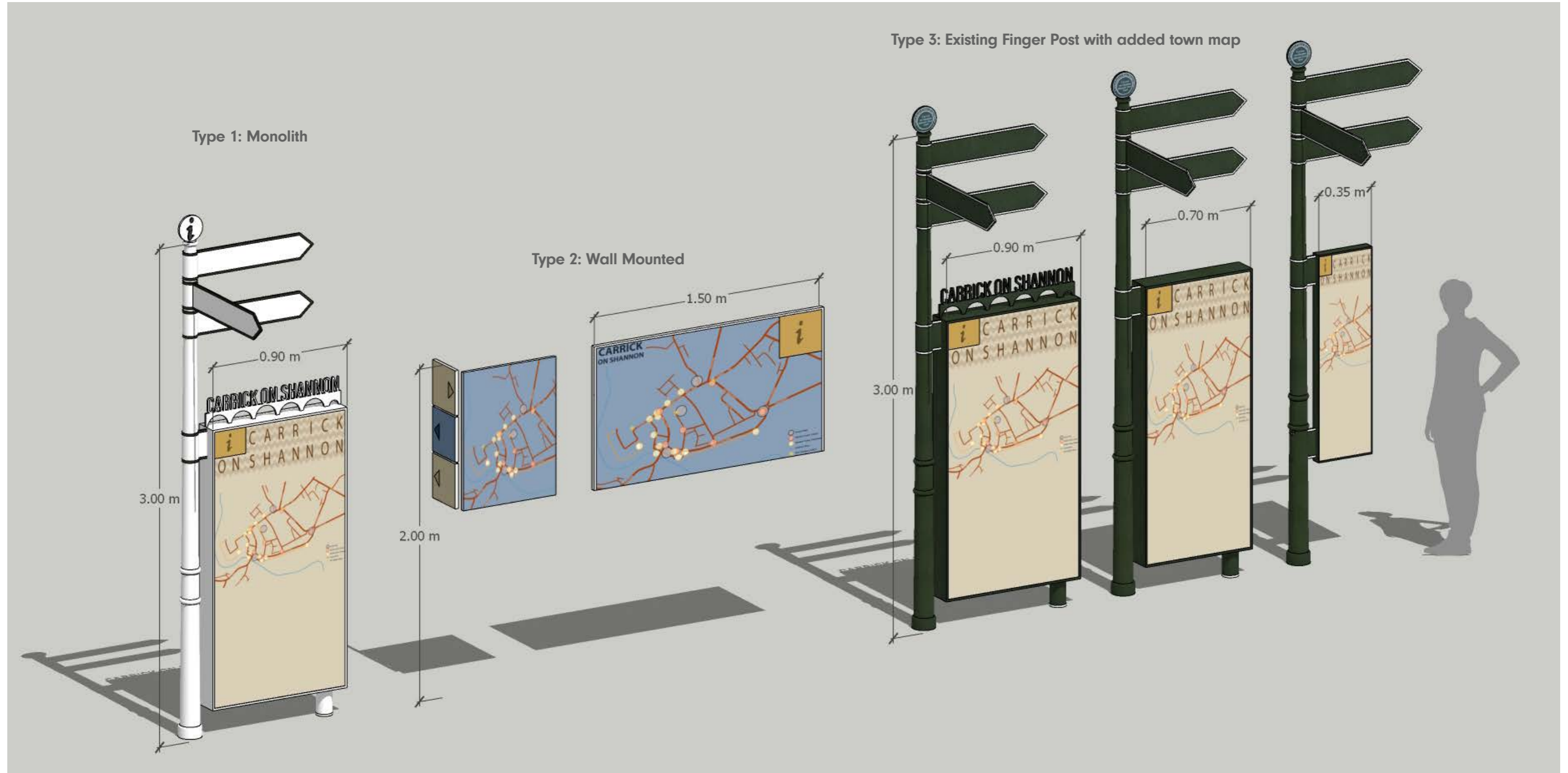
The palette of materials used in the public realm project on Main Street offer possible sources of colour to be used in the new wayfinding signs.



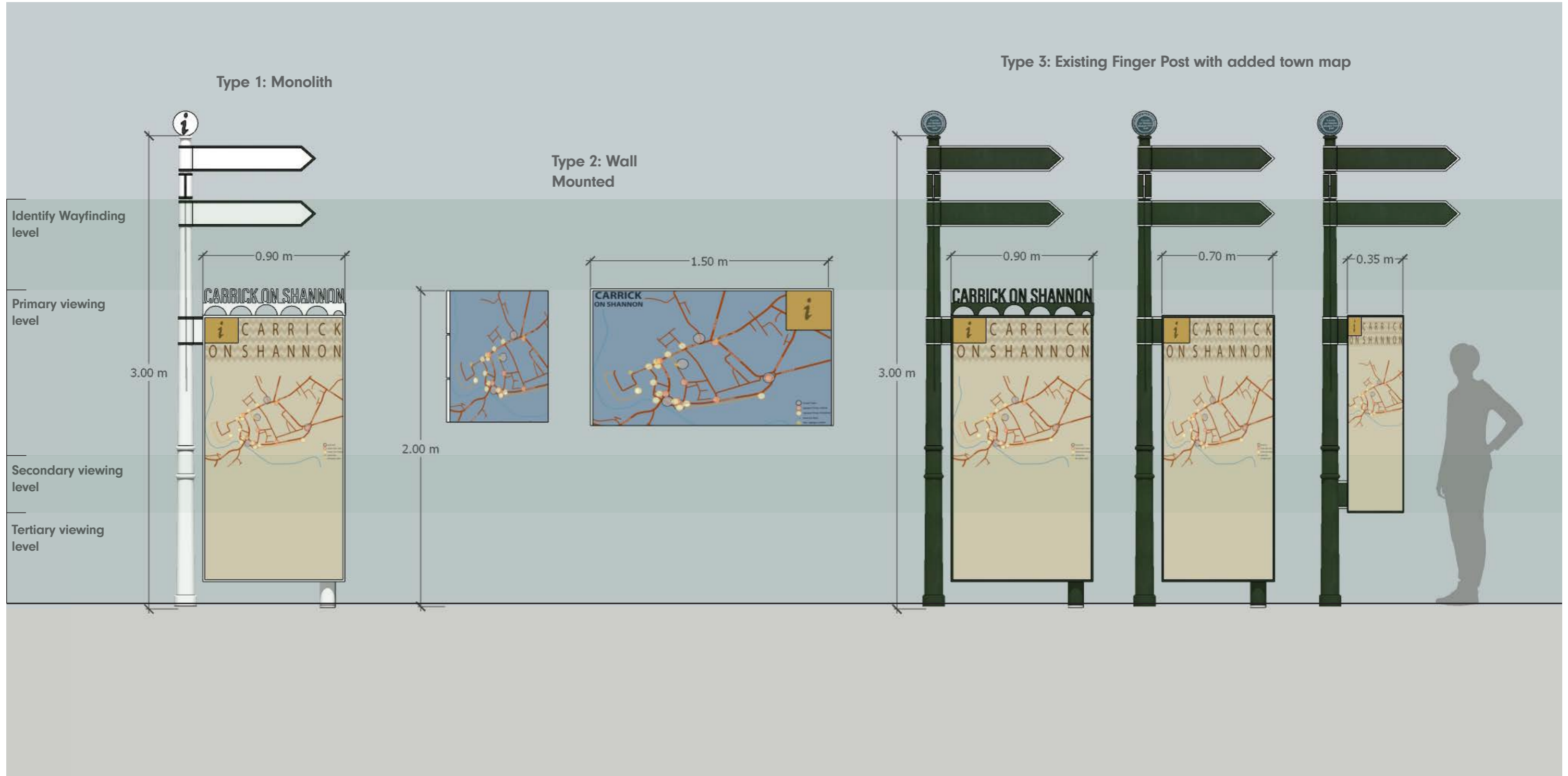
Proposed types of Signage

It is a requirement of Fáilte Ireland that we maintain the existing Heritage signs. We are respecting this request but sometimes relocating the signs to a more appropriate area. We are also developing ways of adding necessary information to some of these signs. The colours of some of these signs may also change. New signage will be a more contemporary form of the existing heritage signs. There are also some areas where wall signage is more appropriate.

New mapping and lettering will be developed to ensure consistency and clarity of information.

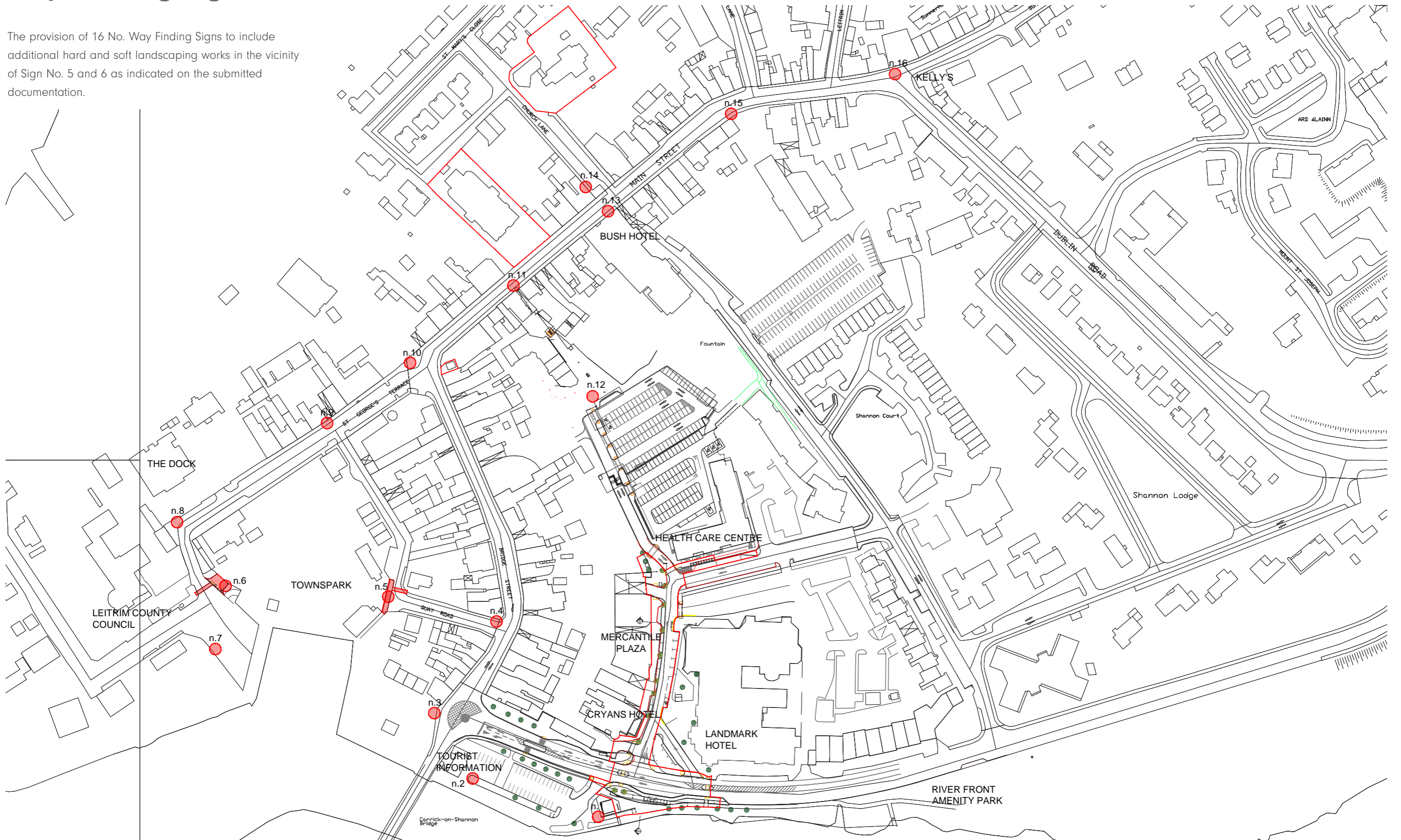


Study of information level



Proposed Signage Location

The provision of 16 No. Way Finding Signs to include additional hard and soft landscaping works in the vicinity of Sign No. 5 and 6 as indicated on the submitted documentation.



Signage Location - Details



Ref Number: n.1

Location: Junction Bypass Road with Quay Road (see drawing 2003-2004)

Type: Signage Type 1, 1850 x 900 x 15 mm Monolith Signage fixed to Ø90 x 3140 mm new finger post signage (see drawing 3010).

Description: Signage placed near the bus stop, in the existing grassy area



Ref Number: n.4

Location: Junction Bridge Street and Quay Road (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 355 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010).

Description: Existing finger post relocated with the Stop signage. Map can be added to the building window.



Ref Number: n.2

Location: Near to the Tourist Information Office (see drawing 2003-2004)

Type: Signage Type 1, 1850 x 900 x 15 mm Monolith Signage fixed to Ø90 x 3140 mm new finger post signage(see drawing 3010).

Description: Signage aligned to the existing paving, between existing trees.



Ref Number: n.5

Location: Townspark East entrance, Quay Road side (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 900 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010).

Description: Existing finger post relocated on a new footpath in front of the Park entrance.



Ref Number: n.3

Location: In the carpark, Quay Road (see drawing 2003-2004)

Type: Signage Type 1, 1850 x 900 x 15 mm Monolith Signage fixed to Ø90 x 3140 mm new finger post signage(see drawing 3010).

Description: Signage placed near the steps, in the existing grassy area



Ref Number: n.6

Location: Townspark West entrance, St.Georges's Terrace side (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 900 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010).

Description: Existing finger post relocated on a new footpath in front of the Park entrance.

Signage Location - Details



Ref Number: n.7

Location: Near to th new Boardwalk (see drawing 2003-2004)

Type: Signage Type 1, 1850 x 900 x 15 mm Monolith Sighage fixed to Ø90 x 3140 mm new finger post signage(see drawing 3010).

Description: Signage aligned to the existing paving and benches.



Ref Number: n.10

Location: Clock Tower Plaza (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 900 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010)

Description: Existing finger post relocated on the existing footpath.



Ref Number: n.8

Location: St.Georges's Terrace, in front of the Dock (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 900 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010)

Description: Existing finger post relocated on the existing footpath.



Ref Number: n.11

Location: Flynn's Field access from Main Street (see drawing 2003-2004)

Type: Signage Type 1, 1850 x 900 x 15 mm Monolith Signage fixed to Ø90 mm new finger post signage (see drawing 3010).

Description: Signage aligned to the existing paving to protect the footpath of the parking bay.



Ref Number: n.9

Location: Junction Main Street and Quay Road (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 900 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010)

Description: Existing finger post relocated on the existing footpath.



Ref Number: n.12

Location: Flynn's Field Carpark next to the bus stop (see drawing 2003-2004)

Type: Signage Type 1, 1850 x 900 x 15 mm Monolith Signage fixed to Ø90 x 3140 mm new finger post signage (see drawing 3010).

Description: Signage aligned to the existing paving.

Signage Location - Details



Ref Number: n.13

Location: Junction Main street and St Mary's CI (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 710 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010)

Description: Existing finger post relocated on the existing footpath.



Ref Number: n.14

Location: Junction Main street and St Mary's CI (see drawing 2003-2004)

Type: Signage Type 2, 1535 x 880 x 100 mm wall mounted Signage (see drawing 3010)

Description: Wall mounted signage fixed to existing stone wall.



Ref Number: n.15

Location: Junction Main street and Courtyard (see drawing 2003-2004)

Type: Signage Type 3, 1850 x 710 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010)

Description: Existing finger post relocated on the existing footpath.



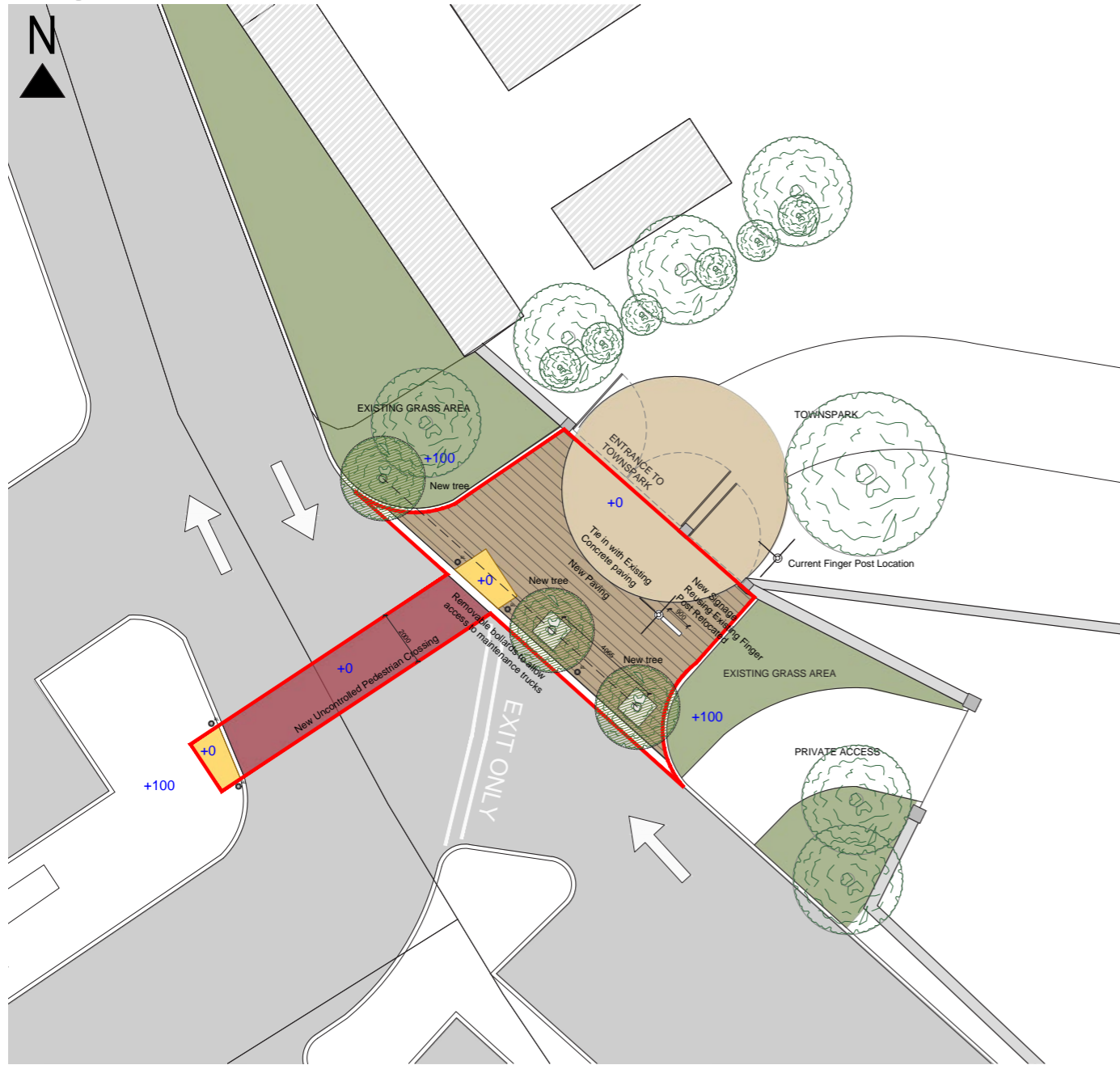
Ref Number: n.16

Location: Junction Main street and Summerhill (see drawing 2003-2004)

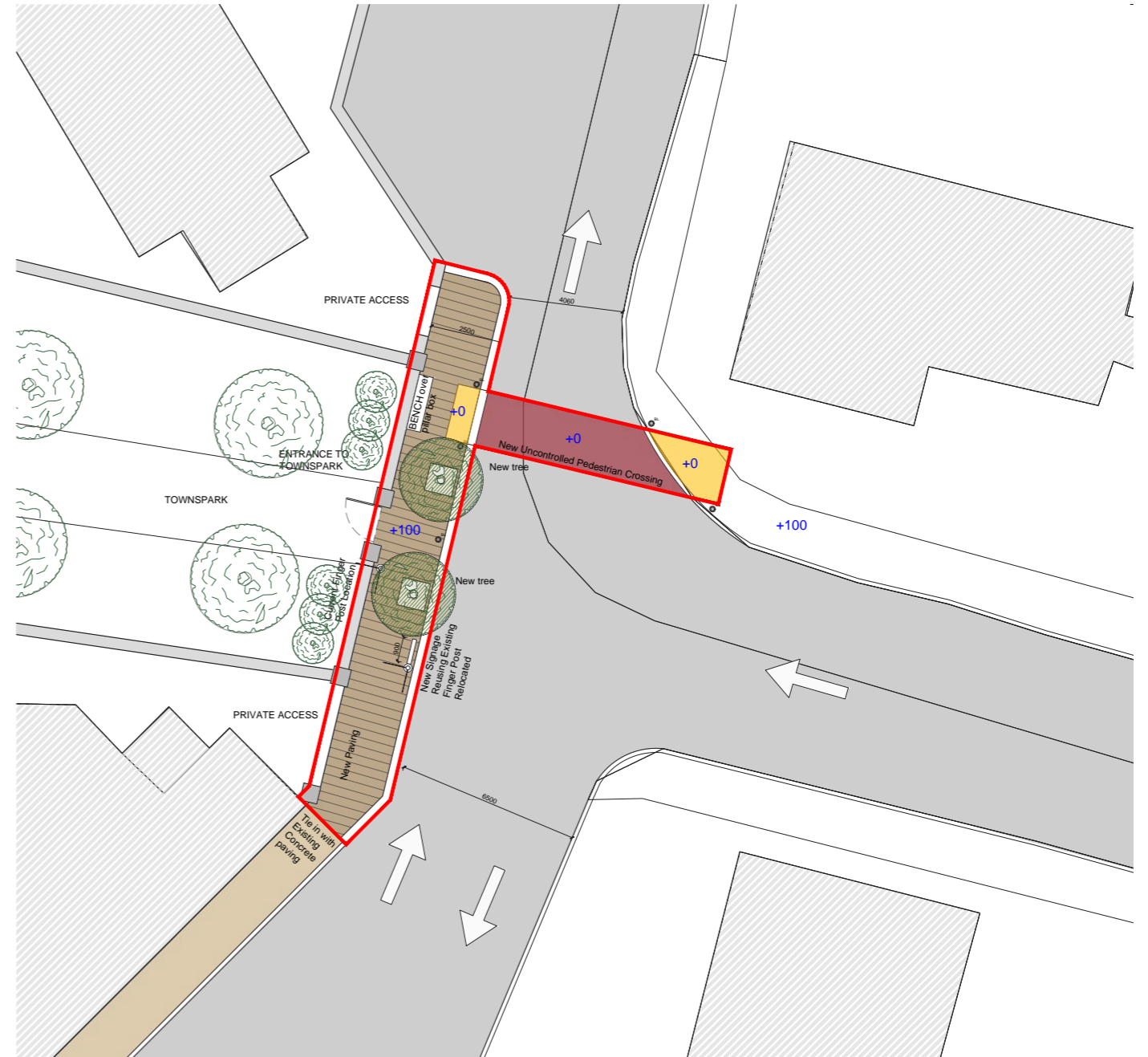
Type: Signage Type 3, 1850 x 900 x 15 mm Monolith Signage fixed to existing finger post (see drawing 3010)

Description: Existing finger post relocated on the existing footpath.

Signages 5 and 6 - Plans



Proposed Plan for Signage n.6
1:100



Proposed Plan for Signage n.5
1:100



Existing Area around Signage n.6



Proposed Signage n.6



Existing Area around Signage n.5



Proposed Signage n.5

Photomontage of a typical signage installation



New path to access board walk



The ClockTower

Architectural Impact



PUBLIC REALM

The public realm proposals cover an area from the Shannon bank to the entrance to the Flynn’s Field and Primary Care Centre lands, from where an existing, recently-completed public realm axis will naturally direct visitors to the Main Street. These areas of the town are all of recent origin with an eclectic mix of modern buildings of varying quality. There are no protected structures or historic monument sites along this axis and the proposals are confined to changes to the ground plane finishes and the addition of signage. Along the river front a number of single-storey, shelter-type structures are being constructed to replace an existing bus stop. These are largely transparent and so the river and its natural backdrop will remain largely visible through and around them.

The materials being proposed at ground level will be sturdy and durable, to match in scale and colour the finishes recently used in the Flynn’s Field area and its approaches. These will tie into the existing range of finishes in this part of the town.

The proposals are of minimal impact, with most of their extent being expressed at ground level as changes to footpath and road surfaces. They will have little or no negative impacts on any of the surrounding fabric or views either towards the river or the town centre. There will therefore be little to no impact on the place’s character or on its historic fabric as a result of these proposals or on the town’s character as a whole.

LIGHTING

The lighting proposals are intended to use three of Carrick on Shannon’s most famous heritage structures as wayfinding elements from dusk to dawn. These are the three churches within the historic town core; Costello chapel, St Mary’s RC church and St George’s C of I church.

Costello chapel


a protected structure (RPS ref #47) and registered for inclusion on the next revision of the RMP.

This site is already lit by means of a projector from the side of Flynn’s Bar. It is proposed to replace this with a new projector with a more precise angle of throw and a more even illumination. A new supply will be taken from an existing metre box on Flynn’s Bar and along the top of the existing bar front cornice and as far as the gable on the eastern side of the chapel entrance.

There will be no negative impacts of these proposals on the character of place or setting of the chapel site since the light fitting and its supply will be hidden behind the gates and railings at a low level beside the gable.

There will be no negative impacts of these proposals on the monument itself since the lighting and its supply are located and fixed separately to the chapel and boundary wall/railings.

Costello Memorial Chapel, Bridge Street, TOWNPARKS, Carrick-on-Shannon, LEITRIM



[View on map](#)

Survey Data

Reg No	30813020
Rating	Regional
Categories of Special Interest	Architectural, Artistic, Historical, Technical
Original Use	Mausoleum
Date	1870 - 1880
Coordinates	193786, 299556
Date Recorded	15/07/2003
Date Updated	--/--/--

Description

Detached gable-fronted single-cell memorial chapel, completed in 1879, on site of former Methodist chapel. Pitched stone roof constructed of with coping and carved stone cross finials to gables. Ashlar limestone walls with battered plinth, trefoil date plaque and dressings. Segmental-headed door opening with decorative tympanum in pointed-arch surround with carved hood moulding. Paved forecourt to front bounded by cut stone wall and gate piers with cast-iron gates and railings.

Appraisal

Situated back from street between terraces of street-fronted properties, the diminutive memorial chapel is a striking feature in Carrick-on-Shannon. It was commissioned by Edward Costello, a local shopkeeper, in memory of his deceased wife. The structure exhibits quality ashlar stonework and subtle decorative features. The intricate detailing, visible in plaques and foliate designs, attests to the high quality of artistic and technical skill involved in its construction. Walls, piers and gates, also skilfully crafted, complete this fascinating structure, which is unique in the townscape.

NIAH recording

St Mary's RC church

a protected structure (RPS ref #49).


There is no functioning lighting of the church's main façade at present. It is proposed to light this façade, facing onto Main Street, with a number of LED projectors (1mt to 2mt high adjustable SS pole with 316 S/S Housings with adjustable baffles Housing (ref C1) Projectors) to be installed in existing location, in each planting bed to the side of the entrance steps. These will provide an efficient light directly onto the front façade with little or no spillage. A supply will be taken from the rear of the site and will run in a metal conduit along the eastern boundary wall (mainly behind existing vegetation cover) as far as the planting bed on the eastern side. It will run through the bed via a conduit to the base of the first pole and then across the landing and steps via an existing concrete/mortar strip which is continuous from one side of the steps to the other. In this way, no removal and relaying of historic paving is required. The existing lighting poles for the steps and landing areas are black as is the existing CCTV pole. It is proposed to use black poles and fittings for the new façade lighting points.

There will be little impact on the site's character of place or setting since the addition of the two new poles will be discrete in terms of height and colour presence and should largely go unnoticed, particularly within the mix of shrubs and low trees within the planting beds.

There will be little or no visual impact on the historic fabric, of either the church itself or the limestone and sandstone flags since the conduit will not be visible. The boundary wall to the north eastern side will undergo some impacts from the fixings required to attach the conduit to it. However this is preferable to running the conduit underground in this area because of the presence of historic paving material which would have to be lifted.

The effect on the urban setting of lighting such a prominent feature on the town's Main Street should be a positive one, making the building's character present even at night time. The lighting will have relatively low lux levels so that the building's night time presence will not compete with its daytime one, and the colours will be more muted, with greater emphasis on the textures of the masonry, providing another aspect to this structure's character.

St. Mary's Roman Catholic Church, Main Street, TOWNPARKS, Carrick-on-Shannon, LEITRIM



Survey Data

Reg No	30813025
Rating	Regional
Categories of Special Interest	Architectural, Artistic, Social, Technical
Original Use	Church/chapel
In Use As	Church/chapel
Date	1870 - 1880
Coordinates	193804, 299652
Date Recorded	16/07/2003
Date Updated	--/--

Description

Detached gable-fronted Gothic Revival Roman Catholic church, built in 1879. Central nave with side aisles. Four-stage tower to north-west end of elevation with pinnacles, pointed lancets and windows and statue to front face. Fourth stage of tower added in the 1920s. Pitched slate roof with stone cross finials. Random coursed limestone and rock-faced walls with ashlar limestone dressings. Recessed sculpted sandstone tympanum above pointed-arched central double entrance of two orders. Doors separated and flanked by marble colonettes, central supporting statue. Hood moulding and decorative shields over doorway. Doors to tower and east end of façade. Pointed-arched windows with carved stone heads and sills and with yellow brick sides. Four-light traceried window over entrance door with carved stone hood moulding. Three-light traceried window to chancel end. Baptistry to north-west corner with conical roof and with ogee-headed windows. Set on a height over Main Street with limestone steps and limestone and sandstone paving. Churchyard bounded by low ashlar wall with cast-iron railings. Ashlar piers with stone cross finials and cast-iron gates. Bronze sculpture of Madonna and Child, erected in 2000 to side of building, by Manorhamilton artist Jackie McKenna.

Appraisal

This Roman Catholic church, designed by William Hague in 1879 and completed by his pupil T.F. McNamara fifty years later, is of both architectural and artistic merit. The high relief carving of the tympanum and elaborate detail of the masked steps to the hood mouldings and foliate capitals in conjunction with the stained glass windows make an important contribution to its artistic value. Overall the design of this structure heightens the architectural tone of the Main Street. The life-like bronze Madonna and Child, erected in celebration of the new millennium, enhance the front site.

NIAH recording

St George's (former) C of I church/Heritage Centre

a protected structure (RPS ref #50) and registered for inclusion on the next revision of the RMP.

The existing lighting of the facades and tower/spire is being upgraded by simply replacing the current fittings at their existing locations and redirecting the light more accurately, using more energy-efficient fittings. The same supply routes and ducting as those for the current lighting will be used.

Due to the fact that there will be no new work involved apart from rewiring through existing ducts and replacing existing fittings, there will be no negative impacts on the place's character and setting and no impacts on historic fabric, including no requirements for any digging or trenching within the graveyard.

WAYFINDING

The wayfinding proposals consist of the maintenance of existing signage points, the relocation of others and the addition of new ones throughout the town, in all cases replacing like with like in terms of scale and extent apart from a change of materials and colour.

There are 16 signage points being proposed of which 6 are additional (see drawing locations and 3-Ds). In some cases the signage will be in proximity to protected structures and settings.

The signage details, generally consisting of a pole supporting an information panel and finger signs, will generate an air of well-designed consistency, thus helping to strengthen the urban character of the town centre while reducing visual inconsistency and clutter.

While the signage is designed to be visible it is relatively discreet and can sit comfortably against a variety of backdrops as the images show: These include relatively open areas with signage in the centre (images 2, 6, 7, 12); urban frontage backdrops (images 4, 9, 11, 16); protected structures and formal settings (images 5, 8, 10, 14). The signage will always be read as an independent addition to the scene or setting and will not have any physical contact with the place other than its direct connection to the ground. The signage is never placed to obstruct or diminish a view towards a vista or monument.

On the evidence of the images provided, and given that some form of signage is an essential part of most streetscapes and therefore familiar to the urban setting, these proposals will not impact negatively on either the character or setting of the place or the individual heritage structures it contains.

St. George's Church of Ireland Church, Main Street, TOWNPARKS, Carrick-on-Shannon, LEITRIM



[View on map](#)

Survey Data

Reg No	30813030
Rating	Regional
Categories of Special Interest	Archaeological, Architectural, Artistic, Social, Technical
Original Use	Church/chapel
In Use As	Church/chapel
Date	1825 - 1830
Coordinates	193855, 299736
Date Recorded	22/07/2003
Date Updated	--/--/--

Description

Detached cruciform Church of Ireland church, rebuilt in 1829 by Joseph Welland, with three-stage entrance tower and vestry attached to east. Pitched slate roof with cast-iron rainwater goods. Castellated tower with spire to west gable. Rendered walls with ruled-and-lined detail and ashlar buttresses. Lancet windows to nave with chamfered limestone surrounds, hood mouldings, cast-iron diamond-paned and stained glass windows. Four-centred window openings to transepts and chancel have intersecting timber tracery and cast-iron diamond-paned windows. Pointed-arched windows with hood mouldings to entrance tower. Four-centred door opening to entrance tower with tooled stone surround and with hood mouldings and decorative stops. Decorative panelled door with overlight. Stained glass by Watson of Youghal. Graveyard with grave markers dating from mid-nineteenth century to present, and Peyton and Will's mausolea. Site enclosed by random coursed wall with carved sandstone heraldic plaque and wrought-iron gates. Church under renovation 2003.

Appraisal

St. George's Church, built in 1829 with a loan from the Board of First Fruits, is a fine example of nineteenth-century ecclesiastical architecture. Well-executed stone dressings, cast-iron fittings and stained glass windows add artistic interest to the site. The location of the church on the site of its demolished late-seventeenth century predecessor is archaeologically interesting. The setting of St. George's Church is enhanced by its collection of carved grave markers and substantial mausolea, and is completed by the wall, piers and gates.

NIAH recording

List of Drawings



20-03-CDT Carrick Destination Towns
Drawing/Document Issue Sheet
Stage 2A Part 8 planning

Date				19.07.21
Documents	Format	Scale	Drawing No.	
Issue Sheet	A4	N/A	D-001	■
Part 8 Architect's Report	A3	N/A	-	■
Drawings				
Site Location Map	A1	1:1000	CDT-DHB-GEN-ZZ-DR-C-2000	■
Site Layout Plan (1/2)	A1	1:500	CDT-DHB-GEN-ZZ-DR-C-2003	■
Site Layout Plan (2/2)	A1	1:500	CDT-DHB-GEN-ZZ-DR-C-2004	■
Topographic Survey (1/2)	A1	1:200	CDT-DHB-GEN-ZZ-DR-C-2001	■
Topographic Survey (2/2)	A1	1: 200	CDT-DHB-GEN-ZZ-DR-C-2002	■
Existing Plan (1/2)	A1	1: 200	CDT-DHB-GEN-ZZ-DR-C-2100	■
Existing Plan (2/2)	A1	1: 200	CDT-DHB-GEN-ZZ-DR-C-2101	■
Existing Sections (AA)	A1	1:100	CDT-DHB-GEN-ZZ-DR-C-2010	■
Existing Section (BB)	A3	1:100	CDT-DHB-GEN-ZZ-DR-C-2011	■
Proposed Layout Plan (1/2)	A1	1: 200	CDT-DHB-HML-ZZ-DR-C-2200	■
Proposed Layout Plan (2/2)	A1	1: 200	CDT-DHB-HML-ZZ-DR-C-2201	■
Proposed Sections (AA)	A1	1:100	CDT-DHB-HML-ZZ-DR-C-2210	■
Proposed Section (BB)	A3	1:100	CDT-DHB-HML-ZZ-DR-C-2211	■
Perspectives	A1	N/A	CDT-DHB-HML-ZZ-DR-C-3000	■
Bus Stop Details	A3	1:100	CDT-DHB-HML-ZZ-DR-C-3001	■
Existing Signage Plan Locations	A1	1:1000	CDT-DHB-HML-ZZ-DR-C-2005	■
Existing Signage Pictures	A1	N/A	CDT-DHB-HML-ZZ-DR-C-2006	■
Proposed Wayfinding Plan	A1	1:1000	CDT-DHB-HML-ZZ-DR-C-2007	■
Wayfinding Details	A1	1:20	CDT-DHB-HML-ZZ-DR-C-3010	■
Proposed Signage type (1/3)	A1	N/A	CDT-DHB-HML-ZZ-DR-C-3020	■
Proposed Signage type (2/3)	A1	N/A	CDT-DHB-HML-ZZ-DR-C-3021	■
Proposed Signage type (3/3)	A1	N/A	CDT-DHB-HML-ZZ-DR-C-3022	■
Proposed Wayfinding Plan Signage 5 & 6	A1	1:100	CDT-DHB-HML-ZZ-DR-C-3200	■
Electrical Services to St. Costello Memorial Chapel	A1	1:200	W1906.4-E111	■
Electrical Services to St. Mary's Catholic Church	A1	1:200	W1906.4-E112	■
Electrical Services to St. George's Heritage & Visitors Centre	A1	1:200	W1906.4-E113	■

