



Leitrim County Council

**Planning & Development Act 2000, as amended
PART XI**

**Planning & Development Regulations 2001, as amended
PART 8**



Planning Register Ref. No. 20-C-3

**Public Realm Improvement Scheme within the town centre of Mohill and to
modify the curtilage /front boundary of St. Mary's Church Wall.**

November 2020

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1.0 Introduction and Scheme Overview

Leitrim County Council proposed to carry out the following works, and the Scheme as advertised incorporated the following:

1. **To undertake a Public Realm Improvement Scheme** within the town centre to enhance the existing streetscapes at the junction of Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys public space; Glebe Street (R202) / public Car Park and Water Street; Main Street (R201) and Hyde Street (R202) / Glebe Street (R202) and Main Street / Green Lane / Butter Market; Main Street (R201) and Chapel Lane (at St. Patricks Church), and works to the curtilage of St. Mary's Church (A Protected Structure).

The nature of the Public Realm Improvement Scheme includes, inter alia, the widening of footpaths, introduction of shared surface space at identified locations, to provide enhanced pedestrian crossings, access steps as indicated, to replace existing road surfaces, the provision of new lighting in addition to the existing lighting, to relocate identified street furniture and signage, the provision of soft and hard landscaping measures including a vertical landscape feature at the Butter Market, street furniture and to alter the existing on street car parking provision.

2. **To modify the curtilage / front boundary of St. Mary's Church Wall** to include opening two upper sections of the existing wall, and replacement with a railing, the existing piers and gate are untouched (St. Mary's Church is a Protected Structure).

The extent of the works are generally located with the Mohill Architectural Conservation Area.

The proposed development will also include necessary services and utility provision and associated site works.

The Part 8 consultation documentation comprised of the following:

1. Schedule of Drawings;
2. Architects Report
3. Conservation Impact Assessment;
4. Screening Statement for Appropriate Assessment;
5. Environmental Impact Assessment Screening Report;

The Public Realm is the public space between buildings and includes the Main Streets and Public Spaces in the town centre of Mohill. The design reimagines how the existing public realm, or streets and spaces can be organised to achieve the vision of Mohill as a welcoming, accessible town, that takes best advantage of its heritage, and that provides residents, businesses and visitor's a vibrant urban experience. The design approach adopts a *People First Approach* and considers both the practicalities of meeting the needs of people at all stages in life using the public streets and spaces, as well as considering the visual experience and levels of enjoyment that people may have while using those spaces.

To this end, all roadways and junctions for traffic coming in and through the town are realigned to meet the design standards as set out in the Design Manual for Urban Roads and Streets (DMURS). Mohill has streets that are wide, so this design change has created more space for pedestrians and parking.

The design provides wider footpaths so that young and old can comfortably walk alone or alongside another, where people can cross the road safely at junctions, and where there is continuity of footpaths along the town centre street network. This will make walking more attractive for local trips to and from the 'anchor' uses within the town; Canon Donohue Hall/Childcare Centre, Churches, Community College, GAA pitch, Mart, and Schools. This also allows space for people to linger and chat to neighbours and for businesses to open onto the streets.

The design also defines the urban spaces, and expands the pedestrian priority across the streets and spaces, through the use of 'table top' surfaces at the same level as the footpaths. This has the dual effect of slowing traffic down and extending the sense of space for pedestrians. This creates spaces that are multi-functional; for daily life and economic activity, to the use of the spaces for events; markets, community gatherings, start / finish for walking, cycling, heritage trail events.

The development site consists of a number of sites within the town of Mohill Co. Leitrim as was initially proposed to incorporate the following:

Area A Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys space

The works seek to improve conditions for pedestrians, and to create a multifunctional event space. It is proposed to realign the existing road and to increase the pedestrian area between the road and the river, and between the road and the boundary wall with St. Mary's Church. It is also proposed to create new openings in the curtilage wall of St. Mary's Church to open the views to the grassed area and entrance to the Church from the O'Carolan / St. Marys public space.

Area B Glebe Street (R202) / public Car Park and Water Street

The works seek to improve conditions for pedestrians on Glebe Street and to create a safe crossing at the junction with Main Street, at the entrance to the public car park, and at the junction with Water Street.

Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market

The works seek to improve conditions for pedestrians crossing the junction, and to create potential outdoor seating areas on both Glebe Street and Hyde Street. It is also proposed to improve the setting of the protected structures, and to improve conditions for pedestrians crossing the street at the junction of the Main Street / Green Lane and the Butter Market. It is proposed to realign the existing roads, to realign the access to the Butter Market, and to designate parking spaces, a public seating area, a potential outdoor seating area associated with the existing hotel, and a vertical landscape feature. This layout allows for potential future backland access.

Area D Main Street (R201) and Chapel Lane (at St. Patricks Church) (Drawing EX005-SP005)

The works seek to improve conditions for pedestrians crossing the junction. It is proposed to realign the existing roads, and to increase the pedestrian footpath area, it is also proposed to provide steps to connect the parking space at Chapel Lane to the Carrick-on-Shannon Road / Main Street and the Canon Donohue Hall.

The site boundaries of each Area are shown in Figure 1 below.

2.0 Planning Policy Context

The Leitrim County Development Plan 2015-2021 is the statutory land use plan against which the proposed development shall be assessed against. The *Urban and Rural Settlement Strategy* sets out a hierarchy of towns, villages, and other centres, including Tier 1, 2(A&B) and 3 towns. Mohill is identified as a T2B Support Town, which are towns with a population of over 750 people and which have a range of commercial and community services and facilities. Mohill is a 'Support Town' for the development of the Carrick on Shannon Area.

It is not considered that the land use zoning objectives which are contained in the Mohill Land Use Zoning Strategy are of relevance to the Public Realm Improvement Scheme elements of the overall proposal are of relevance as such land use zoning objectives only apply to land and not to roads / public realm. Map 6 of the County Development Plan shows zoning for the town.

The site of the Buttermarket car park is identified with a '*Mixed Use*' land use zoning objective. The site of St Marys Church is zoned as Social and Community.

The County Development Plan states the following in **Section 4.2.2.3** Zoning Classification:

Mixed Use

Zones designated as 'Mixed Use' have been identified in the core of the 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.

Social and Community

This zone generally caters for community buildings, schools, hospitals and health centres, football pitches and other generic or specific social and community uses.

Objective 7 To seek the development of lands zoned 'Mixed Use' for commercial residential, health, community, educational, cultural, retail and related uses.

Section 4.9.4 of the County Development Plan deals with Protected Structures.

Policy 103

It is the policy of the Council to protect all structures in the Record of Protected Structures (Appendix A Volume 2 of this plan).

Objective 86

It is an objective of the Council to seek funding for the conservation and restoration of Protected Structures.

Section 4.9.6 deals with Architectural Conservation Areas.

The purpose of defining an ACA is to give the necessary protection to buildings and the urban environment. Within these areas the priority will be to preserve and/or enhance those buildings, structures, trees, open spaces, archaeological remains, views and other elements, which contribute to the unique character of the area.

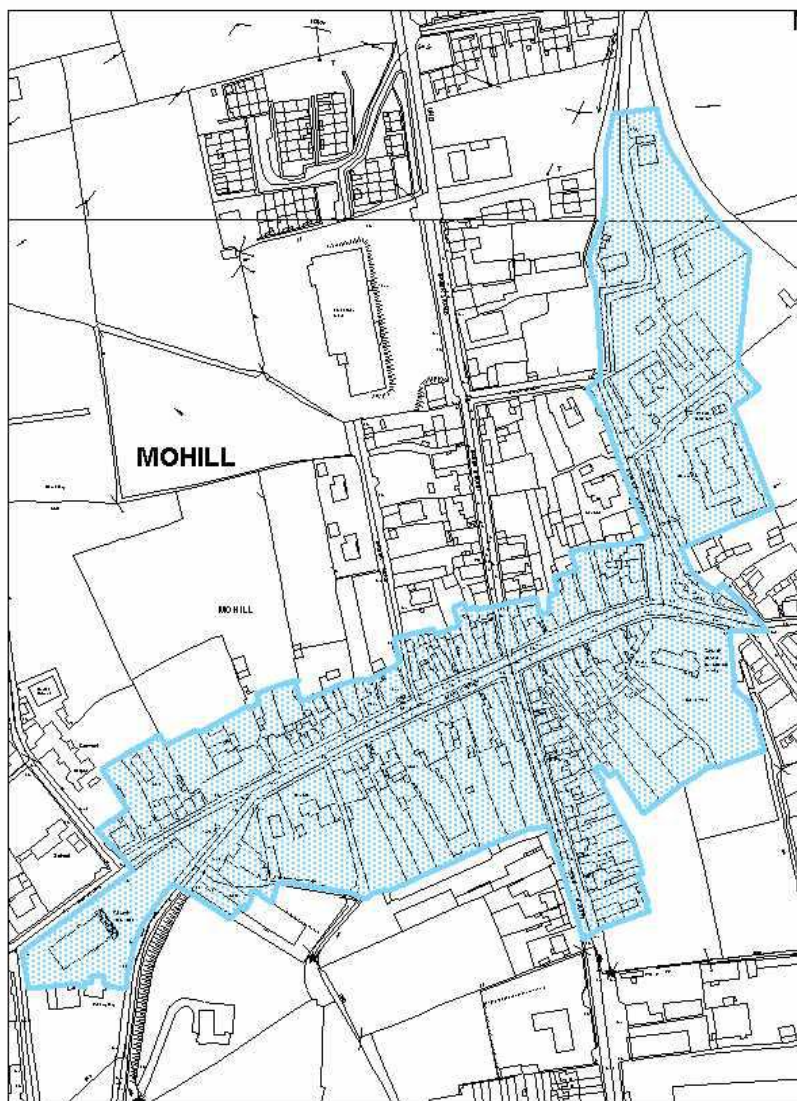


Figure 2 Extent of Mohill Architecture Conservation Area - Map 4.18 County Development Plan

Objective 90

It is an objective of the Council to protect and enhance the areas identified as Architectural Conservation Areas.

It is not considered that there are any other designations identified in the County Development Plan as being of relevance to the subject proposal.

3.0 Public Consultation Process

The project was formally advertised for public consultation between Wednesday 30th September 2020 to Wednesday 28th October 2020 inclusive. Details of the proposed works were available for inspection during normal office hours at the office of the Planning Authority. The closing date for submissions was Wednesday 11 November 2020.

4.0 Submissions

4.1 Prescribed Bodies

The application was referred to the following:

1. An Chomhairle Ealaíon;
2. Fáilte Ireland;
3. An Taisce;
4. The Heritage Council;
5. Development Applications Unit – Architectural Heritage Service, National Parks and Wildlife Service and National Monuments Service) and;
6. Inland Fisheries Ireland (North Western Basin).

One number submission was received, from the Development Applications Unit addressing archaeology.

The report notes that the proposed development is located within the constraints for Recorded Monument LE032-067- House Site (LE032-032-067002- Bawn), LE032-068- Church Site, (LE032-068001- Religious House-Augustinian Canons, LE032-68002- Church, LE03206803- Graveyard and LE032-068004- Tomb-Unclassified|) which are subject to statutory protection in the Record of Monuments and Places, established under Section 12 of the National Monuments (Amendment) Act 1930-2004.

The report states that given the location of the proposed development it is possible that archaeological features and remains associated with these Recorded Monuments could be impacted and damage. It is therefore recommended that a thorough Archaeological Assessment be carried out in order to assess the potential impact, if any, on archaeological remains in the area where development is proposed to take place.

It is recommended that an Archaeological Impact Assessment should be compiled as follows:

1. engage the services of a suitably qualified archaeologist to carry out an archaeological assessment of the development site. No sub-surface work should be undertaken in the absence of the archaeologist without his/her express consent;
2. the archaeologist should carry out any relevant documentary research and inspect the site. Test trenches may be excavated at locations chosen by the archaeologist (licensed under the National Monuments Acts 1930-1994), having consulted the site drawings; and
3. having completed the work, the archaeologist should submit a written report to the Department. Where archaeological material/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

The Department will forward a recommendation based on the Archaeological Assessment to the Planning Authority.

Response

The Planning Authority will include a condition incorporating the archaeological requirements above, to include an assessment, test trenches under supervision, and a report to be submitted to the Department, in order that the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest, is ensured.

4.2 Internal Submissions

The application was referred to the following:

1. North Leitrim District Engineer
2. Chief Fire Officer;
3. Senior Executive Engineer, Environment;
4. Senior Engineer, Road Design, and;
5. Access Officer;
6. Senior Executive Engineer, Water Services.

A report was received from or on behalf of the Environment Department, the Access Officer, the Fire Office and the Roads Department.

Environment Department

A detailed and comprehensive submission has been received from the Environment Department. The report deals with the following items including making a number of recommendations with respect to each:

1. Stormwater Drainage / Flooding;
2. Potential Pollutants;
3. Car Parks;
4. Cycling and Walking;
5. Recycling;
6. Construction and Demolition Waste;
7. Construction Environmental Plan;
8. Rainwater Harvesting;
9. Public Lighting;
10. Biodiversity;
11. Maintenance;
12. Other Environmental Initiatives;
13. Other.

The potential of the River has also been raised.

Access Officer

A report has been received from the Access Officer, as follows:

1. All works are to comply with the guidance contained in Book 1 of Building for Everyone: A Universal Design Approach, published by the National Disability Authority.
2. The accessible parking spaces to have full length dropped-kerb and to be provided with tactile paving
3. All street furniture, eg seating, bins, bollards or tree guards, to be colour contrasted to their surroundings.

The Access Officer request that details of compliance with the foregoing shall be submitted to the Planning Authority for agreement prior to commencement.

Fire Office

The report received makes the following recommendations:

1. Any roadways and/or emergency vehicle access routes affected by the proposed works should comply with Section 5.2 of Technical Guidance Document B and a minimum clear width of road between kerbs of 3.7 metres should be maintained. Additionally, be advised the minimum carrying capacity of surfaces intended to carry an emergency vehicle should be 15 tonnes.
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2. Hydrants should be maintained or replaced and be of the screw down type to B.S. 750 and the outlet should be no greater than 200mm below ground level. Hydrants should be conspicuously marked, indicator marker plates should be provided complying with B.S.3251: 1976.

Road Design

A number of comments and recommendations have been submitted, to include the following:

- junction of the R202 and the R201 – shared surfaces
- traffic assessment of all road users
- R202 - min width of 6.5 -7m to accommodate 2 way traffic flow of HGV & articulated lorries
- all junctions should be subject to swept path analysis
- perpendicular parking on the R202 opposite the Garda station – possible road safety issues
- steps close to the vehicular entrance of the Catholic Church that lead out onto the R201 – pedestrian visibility issue
- bus stop adjacent to the Hunt National School - need to be relocated
- the junction of Castle street & Main streets
- perpendicular parking on Castle street
- loading bays, the appropriate location of loading bays should be agreed with local retailers and businesses
- J Cashin Garage - petrol pumps

Response

The purpose of this stage of the process (Part 8 application) is to make the general public aware of the intentions of Leitrim County Council who are exempt from having to obtain planning permission to undertake development within our own administrative area. It is considered that all of the points raised in the submissions from the Environment Department, Access Officer, Roads Department and Fire Office, where considered relevant, will be taken into account below and at the detailed design stage of the project. The Local Authority will adhere to all requirements set out in the respective reports which relate to compliance with separate codes at detailed design and construction stage.

4.3 Submissions from the General Public

A total of 58 no. submissions have been received from the general public with regard to this proposed development. (There are 2 no. from 4 consultees).

No.	Name	Date Submission received
1	Fintan Greenan,	15/10/20
2	Ciara Compton	18/10/20
3	Adrian Scollan x 2	20/10/20 11/11/20
4	Thomas P. Casey	20/10/20
5	Ann Coggins	20/10/20
6	Evelyn Mulkerrins	20/10/20
7	Gerry McGee	27/10/20
8	John Boddy, Ivy Boddy, Zena Boddy	28/10/20
9	Kathryn Bradshaw	28/10/20
10	Julie Bradshaw	29/10/20
11	Gavin Mitchell	30/10/20
12	Julie Earley	30/10/20

13	Marie Barry	29/10/20
14	E. Anne Gilpin	29/10/20
15	Colid Deering, Eva Deering, William Deering	01/11/20
16	Mohammad Imran	02/11/20
17	Dolly Reynolds, Justin Reynolds	02/11/20
18	Sean Clarke X 2	02/11/20
19	Anne Conway	03/11/20
20	Pat Reynolds	03/11/20
21	Peter McHugh x 2	03/11/20 06/11/20
22	Fahay Sarfraz	04/11/20
23	Joseph Rowley	04/11/20
24	Helen Rowley	04/11/20
25	Mark Rowley	04/11/20
26	Edel Rowley	04/11/20
27	Peter Carroll	04/11/20
28	Valentine J. Fitzpatrick	20/10/20
29	Pauline Crossan	05/11/20
30	Ann Earley	09/11/20
31	John Gordon	10/11/20
32	Elizabeth Bohan / Brady	10/11/20
33	Morgan McHugh	10/11/20
34	Mervyn Kerr	10/11/20
35	Noel Mac Lochlainn	11/11/20
36	Aisling Logan Heaney	11/11/20
37	Laura Creamer	10/11/20
38	Aisling Conaty	10/11/20
39	Robert Lloyd	10/11/20
40	Etienne Gerard	10/11/20
41	Séadhna Logan	10/11/20
42	Hugh Logan x 2	10/11/20
43	Helen Faughnan	11/11/20
44	Zam Zams Takeaway	11/11/20
45	Qasim Rasool	11/11/20
46	Peter Carroll	11/11/20
47	JW Bradshaw	11/11/20
48	Lourda McGowan	11/11/20
49	Fiona Slevin	11/11/20
50	Peter Logan	11/11/20
51	Cllr. Sean McGowan	11/11/20
52	Paul Heaney	11/11/20
53	Cllr. Thomas Mulligan	11/11/20
54	Jacinta Colreavey	11/11/20

Issues Raised in Submissions

1. Car Parking

A number of submissions included as their primary concern with the project as envisaged, the issue of car parking - the detrimental impact the proposed removal of car parking spaces on the residential and commercial future of the town. It was submitted that any loss of parking in the town, without a viable alternative would severely impact the vitality and viability of business on the town. In the interests of good retail and accessibility, the existing parking provision in the town should be maintained.

The parking restrictions /limitations that appear on the present proposed plans at the Castle Street / Lower Main Street area will be a major inconvenience to the Residents here – six cars are parked here by Residents as well as parking for the two businesses based in Castle Street – Physio Therapy Clinic and Nail & Foot Spa.

The restricted parking proposed for this area will also affect Licensed Public Traders who have traded at this point for more than 30 years.

- Reducing the car parking capacity at the Buttermarket will be problematic
- elimination of parking will encourage more illegal parking.
- Parking needed at the Hunt Hall School
- Parking needed for Arus O'Carolan, Community Nursing

Response

The Architects Report which accompanies the Part VIII application outlines the vision and reasoning behind the overall scheme. An integral part of the overall design related to the 'decluttering' of the main road arteries of the town so that their urban character can be better appreciated. By freeing up the streetscape and designing shared surfaces for ease of use by all, the urban environment will be made more attractive to all users of the town, locals and visitors alike.

It is estimated that the existing street layout has the potential to provide a maximum of 135 spaces (excluding the public car park on Glebe Street, as it is often underutilised). It is unlikely that this level of parking is ever achieved, as the majority of parking areas are not delineated, and parking is often disorderly and inefficient.

The development which was proposed for public consultation had made provision for a total of 133 delineated spaces (including the public car parking on Glebe Street.)

Further to the submissions, it is acknowledged that there is a strong requirement for on street parking to remain throughout the town. The Planning Authority have reviewed the comments in relation to the extent of car parking being removed and the layout has, as a result been re-designed to ensure that there is ample car parking provided throughout the main streets and adjoining streets, including on-street and off-street spaces. As stated above, the initial proposal which went on public display incorporated a total of 133 spaces and through modifications and re-design of the entire scheme, the planning authority have now incorporated a further 16 spaces, resulting in 151 spaces which it is anticipated will allay concerns and meet requirements.

A Breakdown of these additional spaces, is as follows:

- Castle Street Perpendicular Parking +2
- Lower Main Street +5
- Upper Main Street (junction to hotel) +5
- Hotel on street +2
- Adjustments made on Street and removal of perpendicular parking at junction to chapel lane -2
- Glebe Street +4

Total 16 further spaces

In addition there has been full reinstatement of parking at the Buttermarket, of 16 spaces.

2. Traffic Management

- Concerns about the consequences of the exit on Castle Street, which opens out on to Main Street becoming a pinch point for traffic. With the road being narrowed and turned into a singular lane, the potential for traffic build up at peak times is substantially increased. Backed up traffic and severely reduced parking on Main Street will be problematic.
- Proposals do not account for the volume of commercial traffic, both local and Northern, which currently enter the town from the Ballinamore road and turn into Water Street. This already tight junction will become further restricted under the proposed plan, making it a danger area for turning lorries, cars and pedestrians alike.
- Several ramps are to be installed on Glebe St, what is the necessity of these ramps if the current 50kph speed limit is applied and enforced.
- R-of-way from through Mr Roger's yard opening out onto the Butter Market
- The operation of a customer's 'park and collect' system for vulnerable /older people/wheel chair users - an informal response to customer needs during Covid-19.
- Hindered access to a private gateway/entry
- Current street levels outside a property are above floor level which is unsatisfactory
- The one way system approach from the Ballinamore/Enniskillen Road is not clearly marked and would benefit from clear and large signage.
- No stop signs evident at the junction at O'Carolan monument.
- Flow of traffic would benefit if there was parking on only one side of Glebe street.
- Dimly lit beacons evident at the pedestrian crossing at both the top of the town and the bottom of the town which are covered with dirt and moss making them difficult to see.
- Dangerous junction in the middle of the town would benefit from traffic lights. This would assist in the free flow of traffic throughout the town and allow crossing in a safe matter.

Response

The detailed design will be completed under the advices of a Traffic Management Consultant, and a Traffic Impact Assessment will be undertaken as part of the Scheme.

3. Cycling

Need for bicycle lanes.

Response

It is not considered necessary to provide dedicated cycle lanes. The intention of the designers is to provide a traffic calmed environment in which vulnerable road users are in a safer environment. The proposed scheme will ensure that adequate bicycle parking is provided for.

4. Ownership

Objection received from the owner of the "The Butter Market". They have stated that they will need all of the parking spaces and given that the development of the back lands is not part of this application, does not give permission for the Butter Market to be used as any part of this current application

Response

The purpose of the Part VIII public consultation process is to inform the general public and affected property owners of the intention of the Local Authority with regard to a series of specified developments. Unlike a planning application under Section 34 of the Planning and Development Acts (2000-2020) there is no requirement for the owners of a property to consent to the making of a Part VIII application. It has been decided, however to remove this element of the proposal from the Scheme. The revised option provides for resurfacing and enhancement of the current area which will allow for the continued parking use and also the continued facilitation of the area as an events space as agreed between the property owner and local events promoters.

5. Electric Car Charging Points

Additional charging points needed on street

Response

The Local Authority is proposing to provide 4 no. electric car charging points within the proposed public car park. The Local Authority will continue to monitor the need to provide additional electric car charging points at the demand for this type of infrastructure increases. The Local Authority have no plans to provide on street electric car charging points as such spaces are normally exempt from car parking charges and tend not to turnover at the desired rate befitting prime car parking spaces in the town centre.

6. Street Furniture / Paths/Landscaping/Lighting

- Benches - potential anti social behaviour and nuisance
- Concerns regarding trees and underground pipes
- Concerns in relation to the proposed plans to place 'Vertical Totems with options for incorporated signage/ lighting directly outside residence.
- Concept of a plaza in the middle of the town, where parking is prohibited would seem impractical
- Some trees and a bench around the football pitch would add to the approach from Dromod taking the hard concrete look away.
- Completing the pathway out as far as the town boundary on the Carrick road would open up additional walkways that are safe.

Response

The Local Authority will give careful consideration to the siting of street furniture such as benches, litter bins, bicycle stands, etc. and to the location of trees and other soft landscaping measures with

regard the impact which such features would have on the operation of the affected buildings and to their appropriateness. The street lighting being provided will be energy efficient LED lighting. Such issues will be dealt with at detailed design stage rather than at the Part 8 consultation stage. Some elements are beyond the scope of this Part 8.

7. Age Profile

Aging population - The demographics of the residents on Main Street confirm the absolute necessity for parking being available in the immediate vicinity of their homes and businesses.

The stated vision of Leitrim Age Friendly Strategy 2017-2020 is "to develop an inclusive, equitable county in which older people can live full, active, valued and healthy lives."

This document stated the following as one of its objectives: Have easily accessible public buildings, shops and services . Outdoor Spaces and Buildings, the goal is to: "make outdoor spaces and buildings pleasant, clean, accessible and safe for older people."

Response

Has been taken into account by the re-introduction of car parking. The Leitrim Age Friendly Strategy 2017-2020 is incorporated into the proposals.

8. History

- Place heritage protection as central tenet for the viability of Mohill and Leitrim.
- The urban fabric comprising history, heritage, people, resilience, life and death, is irrevocably damaged when development plans do not recognize the strongest bond of Urban Fabric, the people of Mohill down through the ages, and into the future.
- Sense of identity is a critical component
- Multi-linguism (Irish and English) must be another central tenet of Public Realm Development plans.
- Comprehensive Submission from Mohill Historical Society

Response

Comprehensive work is recommended to incorporate the history and heritage of the town into the final detailed designs.

9. Consultation

Public Consultation by the Professionals with all Residents and Business People should be foremost in any Improvement Scheme within the Town, where Consultants can understand and realise what makes our Town work and how this can be improved upon for everyone's benefit.

In light of the on-going Covid crisis, concern that all relevant stakeholders may not have had enough consultation regarding these proposals, to adequately consider, analyse or discuss these proposals prior to the public display and notice of these plans.

Plans not brought to attention - no engagement with potential and existing business owners is a serious omission on the part of a "body" whose purpose is to serve the community.

Conflict between existing plans and documents

No public forum or engagement with the wider community on the Mohill Public Realm Improvement Scheme - Part 8 prior to its publication and erection of planning notices in the town centre.

The fact that there was no engagement with potential and existing business owners is a serious omission on the part of a "body" whose purpose is to serve the community.

Response

The project was formally advertised for public consultation between Wednesday 30th September 2020 to Wednesday 28th October 2020 inclusive. Details of the proposed works were available for inspection during normal office hours at the office of the Planning Authority. The closing date for submissions was Wednesday 11 November 2020.

Prior to the formal consultation on the Part 8, Leitrim County Council engaged with members of the public, property owners, business owners and community groups in Mohill.

Shop Window Display- from 1st October-November 11th

Part VIII Drawings on display at Western Forestry office on Lower Main Street

Town Team Meeting-a walk and talk meeting in Mohill-6th August

Meeting with members of the Town Team to discuss the developing Public Realm Scheme

Informal meeting with public/business owners on visit to Mohill on 15/10/20

Zoom Meetings with Town Team

07/07/2020 Urban Living Framework Presentation-Sheridan Woods

24/09/2020 Public Realm Scheme Presentation -Sheridan Woods

Zoom Meeting with Carrick-on-Shannon Municipal District Elected Members

18/09/20 Presentation of Public Realm to Elected members

An extensive number of telephone consultations were also undertaken.

10. The River

- The town's river that has been described as a stagnant body of water. Water quality in this river has been questionable in the past due to leakage of sewage into this body of water. The potential pollution flowing into Lough Rynn which accommodates our caravan park and renowned rowing facilities will have a detrimental impact on this area. In addition, the river wall that runs from the
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community hospital footbridge to the main entrance to the Castle and hospital is in a serious state of disrepair and a huge Health & Safety risk. Large pieces of stone masonry have already fallen into the river.

- The wall along the River should be improved/ rebuilt all along Castle Street and up to the wall at the side of Mohill Primary Health Care Centre.
- The area of the River at the side of the Health Care Centre could be covered and widen the road at this point for a more safer access route to Mohill Civic Amenity Centre.
- The bank and the area of the River in front of Aras Carolan Nursing Home could also be covered to create a Public Area and avoid losing parking spaces further down the street at the Carolan Monument as the plans indicate.
- Improve the overall appearance of the River.

Response

The River is recognised as having enormous potential and requires work. This is outside the scope of this project, but has been noted.

11. Backlands

- Potential of unlocking the backlands area before the Butter Market is developed.
- secure properties
- A number of locations suggested
- Glebe St car park - linking this car park up with lower Main St by opening up a pedestrian route via the alleyway

Response

Has enormous potential. This is outside the scope of this project, but has been noted.

12. The Mart

- Aurivo Co-operative Society Ltd is the owner and operator of Livestock mart at the end of Green Lane, and has for over 20 years enjoyed the benefit of unrestricted access to Green Lane from Main Street. They submit that this access remains free and unrestricted to all types of vehicles (including cattle trucks) to ensure continued access.
 - The widening and enhancement of footpaths on upper Main St, opposite from the Buttermarket, will effectively reduce the viability of the mart lane as an access or exit point from the Mart. As it stands it is very difficult for large cattle lorries, tractors and trailers to make the swing in or out at this junction onto Main St. Mohill is an agricultural town at its heart, with a large part of the local custom coming from neighbouring townlands.
 - Green Lane which is used for accessing the Mart - paving not a good idea with Farm Tractors passing over them
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Response

Detailed design of the junction with Green Lane will provide for adequate turning movements.

13. Development Plans

conflict with the County Development Plan:

(d) To safeguard existing businesses, by among other things, strengthening the towns through population growth, and improving the demographic profile and

Section 2.2.1 Resources

2.2.2 Environment and Heritage

2.2.3 Economic Development - To maintain and improve the viability, vitality and diversity of the local economy by being positively disposed towards employment generating development.

To provide and promote access to buildings, spaces and services for all. providing for their development and expansion.

To provide for additional and improved retail and commercial development, whilst maintaining and enhancing the viability and vitality of town centres, in accordance with the County Retail Strategy.

2.2.4 Transport and Infrastructure -To provide adequate car parking facilities in towns and villages throughout the county to meet current and future needs.

2.2.5 Social Development - To promote equity and equality of access to education, health, community and recreational facilities, and employment opportunities for all residents of the county including persons with disability.

"An Economic Development Plan for Mohill", almost two thirds, or 64%, of people travel to work or school by car or van, whilst a further quarter does so on foot. Public transport plays a minimal role locally.

Urban regeneration/Future-proofing

Response

The planning Authority is satisfied that the proposals are in accordance with the Statutory Plan.

14. Visitors and Tourism

- An audio information point
- Inform visitors of the immense history
- the development of a Tourist /Public Information Centre - the Old Station House stands out as ideal location - also serve as a Gallery for displaying local Arts and Crafts.
- Lough Rynn Castle Hotel and Gardens
- Suggested an attractive greenway linking the town to the hotel, and extending around the lake, making a feature of the landscape around Mohill - give visitors an instant reason to visit the town.
- International Rowing centre located on Lough Rynn.

Response:

Positive suggestions for a further project, however is beyond scope of this Part 8.

15. Various

- Excluded all the people from the surrounding parishes of the town, such as Eslin, Gortletteragh, Cloone, Aughavas, Gortletteragh, Bornacoola - larger communities who border the town
- Value of property may fall
- Sewerage
- Planting contribute to the blocking of gulleys. history of flooding
- Water accumulates on the footpath outside front door of residence. Fear of flooding
- Diversion of businesses to supermarkets in other towns
- Shortage of housing, encourage people back to living in our town centres - essential to keep parking in town centres if we are to encourage people to live there.
- Viability of local shops.
- The materials should complement the overall aesthetics
- Rural regeneration or sustainable regeneration in rural towns and villages policies
- Mohill has no central play area/park.
- Green wall - insult lazy and a token at best by designers.
- No reference to the local horse fair,
- Changes to the casual trading bays as designated in the Leitrim County Council Casual Trading By-laws 2018, must result in a suitable alternative to facilitate the casual traders
- Weather – unsuitable for outdoor seating areas
- Removal of kerbs – rain water - gullies getting blocked

Response

It is considered that many of the points summarised above whilst having merit, are beyond the scope of the current project. The issues raised in the submissions will be given consideration under separate cover. The current scheme should be considered as Phase I of longer term projects which would seek to examine opportunities.

5.0 Assessment

5.1 Policy Assessment

This report has outlined the principal relevant provisions of the County Development Plan 2015-2021 as applicable to the consideration of this Part 8 proposal. On the basis of the reports which were prepared and formed part of the Part 8 application, namely, the Architectural Report / Conservation Impact Assessment, Screening Statement for Appropriate Assessment, and the Environmental Impact Assessment Screening Report, the Planning Authority is satisfied that the proposed development adheres to and is consistent with the policy framework contained with the statutory development plan. It is not considered that further analysis is required in this regard.

5.2 Environmental Impact Assessment

The Planning Authority has had regard to the need to undertake a screening process for sub-threshold EIA development as set out in Article 103(1) of the Planning & Development Regulations 2001, as amended.

This is a preliminary examination to determine whether or not there is a real likelihood of significant effects on the environment arising from the 'Mohill Public Realm Improvement Scheme.'

A report has been completed by the Consultants to the project, the purpose of which is to determine whether or not it is required to screen the proposed development to establish whether it requires an Environmental Impact Assessment (EIA) and as a result if an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it. An Appropriate Assessment Screening Statement has also been prepared (see below), as a separate document and informs the conclusions of this report.

The screening process includes an assessment of the details of the proposal with reference to the relevant EIA legislation including the Planning & Development Regulations as amended by the European Union (Planning and Development,) (Environmental Impact Assessment) Regulations 2018, the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU) and relevant EU Guidance including interpretation of definitions of project categories of annex I and II of the EIA Directive, EU, 2015 and Environmental Impact Assessment of Projects Guidance on Screening ,EU, 2017.

EIA requirements derive from the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). The amended Directive came into force on 16th May 2017 and regulations transposing it into national legislation have been enacted and commenced – European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018). No changes to the prescribed project types or thresholds are required under the amended Directive so the types and thresholds set out in the Regulations as amended remain in effect.

EIA legislation as it relates to the planning process has been largely brought together in Part X of the Planning and Development Acts as amended and Part 10 and Schedules 5, 6 and 7 of the Planning and Development Regulations as amended. In addition, Part 1 of Schedule 5 to the Planning and Development Regulations lists project types included in Annex I of the Directive which automatically require EIA. Part 2 of the same Schedule lists project types included in Annex II. Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold. Developments which correspond to Part 2 project types which are below the given threshold must be screened to determine whether they require EIA or not. This is done by consideration of criteria set out in Schedule 7. The Screening Considerations are as follows:

Class of Development

In the first instance, it is necessary to determine whether the project is of a type (or 'class') that requires an EIAR. This project does not correspond to any of the prescribed types listed in Annex I. However, it could be considered to correspond to the Infrastructure Projects type set out in Annex II, as discussed below.

Infrastructure Projects

Schedule 5, Part 2 of the Planning and Development Regulations, 2001 includes this project type:

10. Infrastructure projects

- (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.*

(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

The EU Guidance on 'Interpretation of definitions of project categories of Annex I and II of the EIA Directive' (2015) interprets 'urban development' as taking 'account of, inter alia, the following:

- *Projects with similar characteristics to car parks and shopping centres could be considered to fall under Annex II (10)(b). This could be the case, for example, of bus garages or train depots, which are not explicitly mentioned in the EIA Directive, but have similar characteristics to car parks.*
- *Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also be assumed to fall within this category. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact.*
- *Projects to which the terms 'urban' and 'infrastructure' can relate, such as the construction of sewerage and water supply networks, could also be included in this category.*

The overall area of the of the proposed development is 1.59 hectares. The site is considered to be located within the Business District of Mohill and has a 'Mixed Use' land use zoning objective (County Development Plan Land Use Zoning Strategy 2015/2021).

Therefore, the proposal could be considered to constitute a prescribed project type but is considered below the threshold of 2 hectares in a Central Business District.

The proposed development could be argued to fall within the project type (or 'class') defined within the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU) and enacted in the Planning and Development Regulations as amended. However, the cumulative area of the site is approximately 80% of the threshold of the project type or class and that such a categorisation would arise from a very narrow interpretation of the issue. In essence, with the exception of the works to the curtilage of St. Mary's Church, the majority of development relates to the refurbishment of existing public realm rather than new development.

It is noted that a separate Appropriate Assessment Screening Statement has concluded that there will be no negative impacts on the qualifying interests or any species in any Natura 2000 site.

On the basis of the foregoing, I do not consider it necessary to undertake a screening exercise by reference to the relevant criteria for determining same, as set out in Schedule 7 of the Planning and Development Regulations.

Having considered the nature, scale and location of the proposal; having regard to the characteristics and location of the proposed development and having regard to the characteristics of potential impacts it is considered that the project is unlikely to give rise to significant environmental impacts.

It is concluded that there is no requirement for an Environmental Impact Assessment to be carried out for the proposed 'Mohill Public Realm Improvement Scheme' and there is no requirement for an Environmental Impact Assessment Report to be prepared.

Having regard to the nature of assessments which were being prepared to accompany the Part 8 application, the Planning Authority was satisfied that the likelihood of significant effects on the environment could be excluded.

It is also noted that a separate Appropriate Assessment Screening Report has concluded that there will be no negative impacts on the qualifying interests or species of any Natura 2000 site within a 15km radius of the proposed development.

5.3 Appropriate Assessment

NATURA 2000 sites are protected habitats for flora and fauna of European importance. They comprise Special Areas of Conservation (SACs), designated under the Habitats Directive and Special Protection Areas (SPAs), designated under the Birds Directive.

An Appropriate Assessment Screening Statement was prepared by McCarthy Keville O'Sullivan Planning & Environmental Consultants.

Screening for Appropriate Assessment is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). Where it cannot be excluded that a project or plan, either alone or in combination with other projects or plans, would have a significant effect on a European Site then same shall be subject to an appropriate assessment of its implications for the site in view of the site's conservation objectives. The current project is not directly connected with, or necessary for, the management of any European Site consequently the project has been subject to the Appropriate Assessment Screening process.

The assessment is based on a desk study and field surveys undertaken on September 28th 2020. It specifically assesses the potential for the proposed development to result in significant effects on European sites in the absence of any best practice, mitigation or preventative measures. The Appropriate Assessment Screening Report has been prepared in accordance with the European Commission's Assessment of Plans and Projects Significantly affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2001) and Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (EC, 2018) as well as the Department of the Environment's Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (DoEHLG, 2010).

Where an Appropriate Assessment is required, the Competent Authority may require the applicant to prepare a Natura Impact Statement. This should present the data, information and analysis necessary to reach a definitive determination as to 1) the implications of the plan or project, alone or in combination with other plans and projects, for a European site in view of its conservation objectives, and 2) whether there will be adverse effects on the integrity of a European site. The NIS should be underpinned by best scientific knowledge, objective information and by the precautionary principle.

The site of the proposed public infrastructure improvements predominantly comprises Buildings and Artificial Surfaces within the town centre of Mohill. There are occasional landscaped areas comprising Flower Beds and Borders as well as some ornamental trees. A wall categorised as Stone Walls and Other Stone Work runs adjacent to the footpath along Castle Street and acts as a barrier to the adjacent unnamed river categorised as Depositing/Lowland River. The river was stagnant along this section of the road and heavily vegetated with species

including Fools Watercress (*Apium nodiflorum*) Floating Sweetgrass (*Glyceria maxima*) and Branched Bur-reed (*Sparganium erectum*). An example of an existing recreational area to be enhanced with trees to be retained as part of the proposed works is shown in Plate 2-4. No species listed under Annex II of the EU Habitats Directive or Annex I of the EU Birds Directive were recorded. No invasive species listed on the Third Schedule of Regulations 49 and 50 of the European Communities (Birds and Natural Habitats) Regulations SI 477/2011 were recorded.

Following a detailed assessment, it is concluded that, the proposed works will not result in any significant effects on any of the European Sites, their integrity or their conservation objectives when considered on their own. There is therefore no potential for the proposed works to contribute to any cumulative effects on any European Site when considered in-combination with other plans and projects. In the review of the projects that was undertaken, no connection, that could potentially result in additional or cumulative impacts was identified. Neither was any potential for different (new) impacts resulting from the combination of the various projects and plans in association with the archaeological works.

Taking into consideration the reported impacts from other plans and projects in the area and the predicted impacts with the current proposal, no potential for cumulative impact exists. The proposed works do not have the potential to result in any significant direct or indirect effect on any European Site.

It is concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the proposed public realm improvement works, individually or in combination with other plans and projects, will not have a significant effect on any European Site.

The Planning Authority is satisfied that the project does not require to be progressed through to Stage II Appropriate Assessment under the Habitats Directive.

5.4 Assessment

Mohill has a long and rich history containing numerous historic structures and buildings of note and the town benefits from a high-quality townscape. The configuration of the streets creates a strong urban structure, with key character areas defined by landmark structures including St. Mary's Church to the east of the town and St. Patrick's Church to the west. Character nodes occur at the junction of the roads, between Hyde Street / Glebe Street and Main Street, and at Green Lane and the Butter Market. The wide street reminds us of its historic market role, defined by two and three storey structures.

Mohill's rich architectural heritage is evident in the town centre along the Main Street and adjoining streets. The combination of architectural style, building alignments, position of landmark buildings and topography, together with notable views into and through the town centre creates a distinctive urban character and strong sense of place.

Leitrim County Council have carried out infrastructural works in the town centre, including undergrounding wiring, new streetlights and repaving within the town core, which have enhanced its urban character. Notwithstanding that, the pedestrian environment is poor. This is as a result of excessively wide carriageways, expansive areas of non-marked on-street parking and narrow footpaths.

The proposal put on public display, to undertake a Public Realm Improvement Scheme within the town centre to enhance the existing streetscapes includes, inter alia, the widening of footpaths, introduction of

shared surface space at identified locations to provide enhanced pedestrian crossings, access steps, replace existing road surfaces, the provision of new lighting in addition to the existing lighting, to relocate identified street furniture and signage, the provision of soft and hard landscaping measures including a vertical landscape feature at the Butter Market, street furniture and to alter the existing on street car parking provision. In addition, the modification of the curtilage/front boundary of St. Mary’s Church Wall to include opening two upper sections of the existing wall, and replacement with a railing.

Further to public consultation on this proposal and the substantial number of constructive and welcome suggested amendments from members of the public and the Elected members of Leitrim County Council, internal consultees and prescribed bodies, the Planning Authority have considered the suggestions and engaged with the architects to review the Scheme in light of the feedback received through the consultation process which resulted in modification of the proposals.

Details of the proposals are divided into 4 Areas, as described above and of which are shown on Figure 3 below. Figure 4 shows what the modified proposals are for the Scheme, having incorporated the amendments in the submissions. Full details of these amendments are shown in the following paragraphs and maps associated with each area.

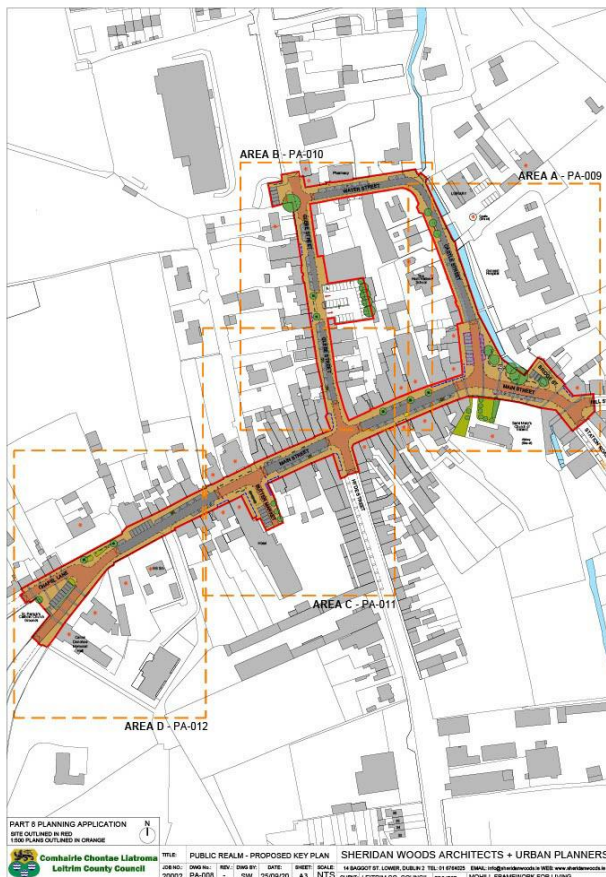


Figure 3

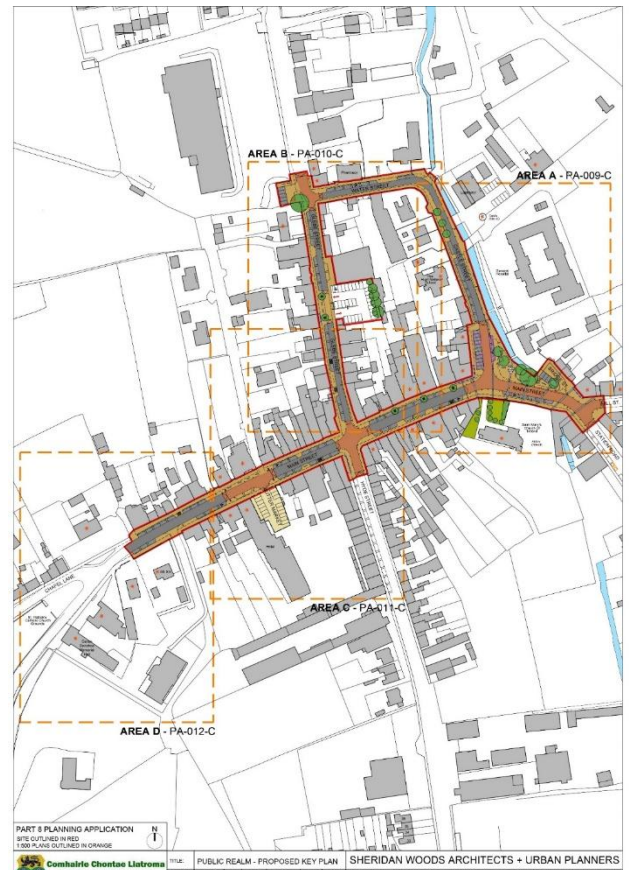


Figure 4

Area A Main Street (R201) / Castle Street (R202) O’Carolan / St. Mary’s space

The existing space between the O’Carolan statue and St. Mary’s Church is the principal urban space in Mohill. The town originated in this location, between St. Manchan’s monastery grounds and the Castle. It

has a long history as the marketplace, reflecting its importance as a meeting place for the people of Mohill. The space also commemorates O'Carolan, the renowned 17th Century blind Celtic harper, with a fine statue positioned within the space.

The space is well defined by the wall of St. Mary's Church to the south, existing two and three storey structures to the east, and a low wall defining the edge of the river to the west. The space benefits from a strong urban character and orientation, which ensures that it enjoys sunshine throughout the day. Its position along the river also adds to its potential. Weaknesses presented, however, include the dominance of vehicles within the space, compounded by limited space for pedestrians. The space is not conducive to pausing, and as a result the historic qualities and existing art cannot be readily appreciated or enjoyed.

The space, however, presents a great opportunity as a place to park and alight conveniently for car users, also as a place for families, parents' children, and youths to congregate safely before and after creche / school. It is a natural space for visitors and tourist to stop and find out about the town and places to visit. It is also an ideal space for events; currently hosting a street market, it also has the potential for other events such as an assembly point for a 'park run' or local organised walking / cycling groups. The provision of access to power and water to later detail will further enhance its potential to accommodate a 'pop up' kiosk that may further support local events.

It was proposed to create a pedestrian space adjoining the river and around the O'Carolan statue, and wider footpaths to the south along the St. Mary's Church wall, and to the west adjoining the existing premises facing the space. This was proposed by achieving a realignment of the carriageway and existing car parking spaces. Designated bays were proposed to be retained for market stalls to the western side of the space. Additional seating alongside the O'Carolan statue, with bollards to define the space, along with new cycle parking was also proposed. The existing planted area is to be reconfigured, and designated parking is provided off Bridge Street. Access to water and electricity services is proposed to facilitate a 'pop-up' kiosk within this space.

Further to a number of issues raised by the public consultation exercise, the planning authority have worked with the architects to address the issues and make modifications to this area. The modifications are as follows, and as shown in Figure 6:

- Increase of Perpendicular Carparking at the Southern end of Castle St from 9 spaces to 11
 - Reduction of designated outdoor seating area at the corner between Castle St and Main St
 - Reintroduction of parking
 - Relocation of trees and possible street furniture accordingly
 - Increase of parking at the northern side of this end of Main St (see Area C for all numbers of parking on Main St)
-

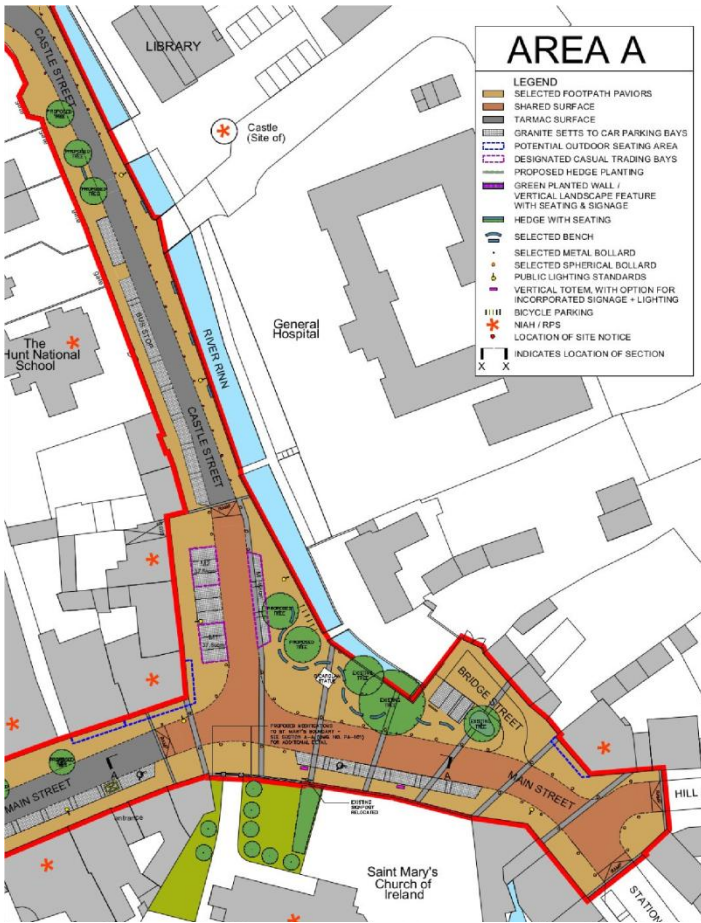


Figure 5

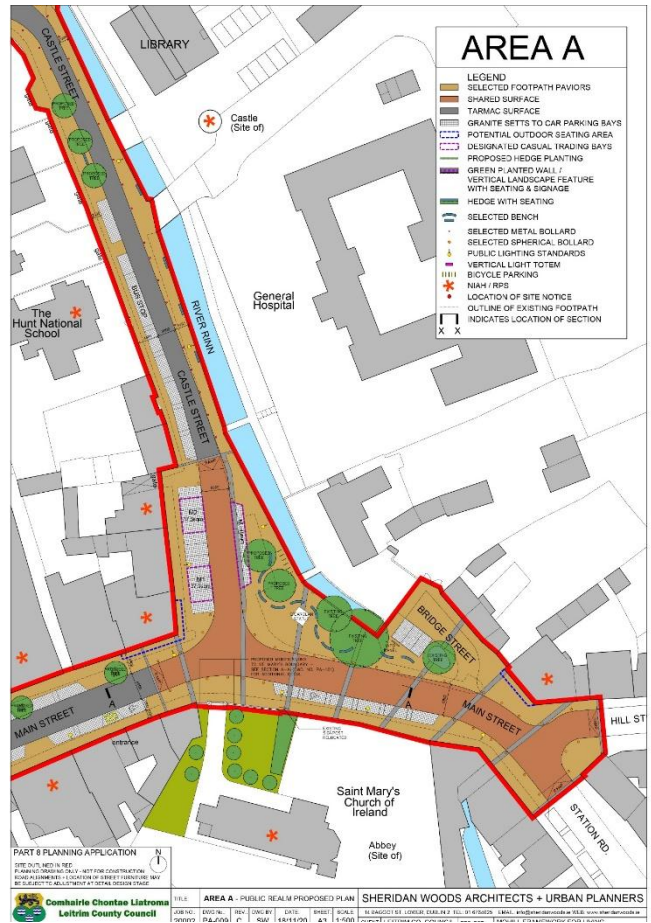


Figure 6

It is also proposed to open up the existing boundary wall to St. Mary's Church (a Protected Structure), to include opening two upper sections of the wall, and replacement with a railing. It is not proposed to make any modifications to the existing piers or gate. This measure will provide views towards the church as approached from Castle Street. This creates a stronger visual connection between the space and the church, allowing for a greater appreciation of the building. Opening the wall also allows southerly light onto the pavement at the entrance to the space, which will also enhance the visual amenity and comfort along the street. It is proposed to reposition the existing finger signage at the entrance to the Church grounds, which will further enhance the visual setting of the protected structure.



The impact of these works is assessed in the Conservation Impact Assessment prepared by Dermot Nolan Conservation Architect, accompanying the Part 8. This report concludes that that the works have a slight to

medium impact. However, the author notes that mitigating factors, include the restoration of the remainder of the wall and relocation of the signpost will have longer-term benefits. The author concludes that the railings will have a negligible impact, mitigated by the enhancement of views towards the church as proposed. The confined extent of the works are also noted. The report notes that the removed stone could be retained for re-use in making good the wall or be employed for use elsewhere, subject to detail design.

Area B Glebe Street/ public Car Park, Water Street and Castle Street

Glebe Street is a one-way street to the junction with Water Street. It provides vehicular access from Main Street northwards to Water Street and Castle Street, which are also one-way. This route also provides access to the public car park on Glebe Street, shops and businesses on Glebe Street, Water Street and Castle Street, and also access to the Health Centre, the Library, Aras O'Carolan, the Mohill Community and Civic Amenity site, and the public space at St. Mary's and the O'Carolan statue.

Glebe Street is well defined, but narrow. Car parking occurs along the street and on the pavement and impedes both pedestrian and vehicular movement. Parking on Water Street is poorly defined, and the carriageway expands to provide left and right turning lanes at Castle Street. Car parking is provided off these lanes.

It is proposed to improve conditions for pedestrians on Glebe Street, Water Street and Castle Street to facilitate residents to walk to the school, library and HSE services. Works will include a realigned carriageway. The carriageway is realigned to widen the footpaths and to create spaces to the front of businesses. 'Table top' / shared surfaces are proposed at the junctions with Main Street and Water Street, and at the entrance to the public car park.

Benches are proposed along the street in identified locations. Car parking is aligned to encourage orderly parking on the street. Pedestrian access to and from the existing public car park is also enhanced to facilitate users of the existing car park. It is also proposed to enhance the visual appearance of the entrance to the car park, and of the car park itself, with soft landscaping, edge planting, and totem signage at the entrance to enhance the visibility of the space, and to define the street edge.

The proposals will create an enhanced pedestrian environment that is attractive, and provides safe access to existing dwellings, shops and services on Glebe Street, Water Street and Castle Street.



Further to issues raised in the public consultation exercise, the planning authority now propose to make modifications to that which was proposed. The modifications are as follows, and can be seen in Figure 8 below:

- The shortening of the raised platform at the northern end of Glebe St to increase parking provision at this location. 4 no. spaces will be provided, where 2 were initially proposed.
- 2 spaces to facilitate hardware store
- At the southern end of Glebe St, the raised platform is also reduced, to make provision for carparking closer to Main St



Figure 8

Area C

Main Street and Hyde Street / Glebe Street and Main Street / Green Lane / Butter Market

Mohill Main Street presents a fine assembly of historic structures, townhouses, commercial premises and a number of landmark buildings, including the art nouveau Bank facing the Butter Market. The architectural heritage of Main Street is evident today, however, the overall visual appearance of the street has declined in recent years, both physically and socially, with the loss of retail activity and consequent vacancy. Furthermore, the road alignments and configuration are such that the road dominates, traffic passes through freely, and there is no encouragement to pause. The street presents a poor pedestrian environment. It is proposed to address the weaknesses of the Main Street, junction with Hyde Street and Glebe Street, and the junction with Green Lane and the Butter Market.

Works will include a realigned carriageway. Proposals include a ‘table top’ raised surface at the two junctions to pedestrian path level. The change in level together with the change in colour will alert and slow drivers down, thereby creating a safer pedestrian priority public realm. This will be complemented by the provision of designated and lined car parking areas on the Main Street, and defined spaces within the Butter Market.

It is further proposed to extend a high-quality finish across the full width of the street at the Butter Market to enhance the setting of the protected structures. Also feature lighting and street furniture is proposed. These measures will demarcate and identify this space and will create a safer and more attractive pedestrian environment within the space.

It was envisaged that the Butter Market can be used as a multi-functional space for community events, and provision of access to services, water, and electricity to facilitate a ‘pop-up’ kiosk. Vertical features were proposed opposite the Butter Market, to comprise vertical lighting totems, which will have the effect of defining the space. A vertical ‘Green Wall’ and signage was also proposed facing the direction of Carrick-on Shannon, identifying ‘Smart Green Mohill’, and thereby encouraging visitors to take notice and pause.

Due to land ownership issues, the proposals for the Buttermarket have now been retracted, and an alternative has been proposed.

Access through the Buttermarket will also demarcate a potential future access point to backland areas to the rear, as part of a long-term vision for the town's development. Access to the backlands is not part of this Part 8 application.

Further to issues raised in the public consultation exercise, the planning authority now propose to make modifications to that which was proposed. The modifications are as follows and can be seen in Figures 9 and 10:

- At the southern end of Glebe St, the raised platform is also reduced, to make provision for carparking closer to Main St, as discussed above
 - The seating area outside the southern corner of Glebe St removed
 - Main St, east of Buttermarket, 2 spaces have been increased to 7 on the Northern Side
 - 2 spaces have been created outside the hotel
 - The Buttermarket has been removed from the aesthetic enhancements, with the exception of a perhaps coloured macadam and lined structured parking, which is in agreement with the owner. Spaces had been provided at this location, and 16 are now proposed. A defined entrance roadway will not be part of the scheme at this time.
-

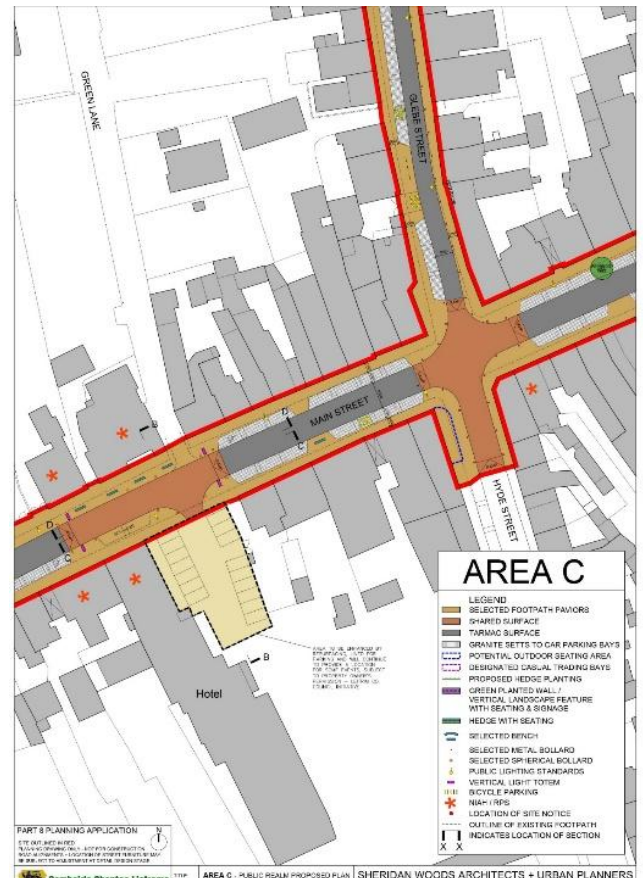
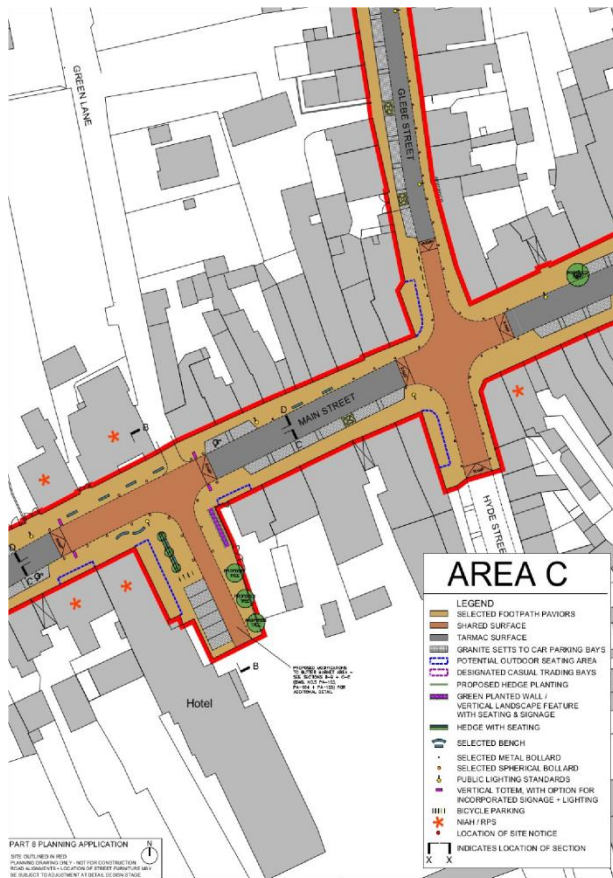


Figure 9

Figure 10

**Area D
Main Street and Chapel Lane (at St. Patricks Church)**

The junction of Main Street and Chapel Lane is a busy junction, combining the traffic travelling towards and from Carrick-on-Shannon, as well as local traffic from the residential estates to the west of the town and schools. There is also a change in level between Chapel Land and the Main Street / Carrick-on Shannon Road.

It was initially proposed to narrow the carriageway, define the edges with bollards, and to provide a change in road surface, and a ‘table top’ at the entrance to the space from Carrick on Shannon, Chapel Lane and Main Street in order to slow traffic town. Steps were proposed to connect Chapel Lane to the Main Street / Carrick on Shannon Road, and to allow ease of pedestrian access from Chapel Lane to the Canon Donohue Hall and childcare facilities on Eivers Lane.

Further to a number of issues raised by the public consultation exercise, the planning authority have made significant modifications to the proposals in this area. Modifications are as follows and can be seen in Figures 11 and 12 below:

- The entire area to the west of the Garda Station has been removed from the proposal.

- The perpendicular parking on the opposite side from the Garda Station has been removed and replaced with parallel parking.
- 3 parallel spaces have been introduced in front of the Garda station

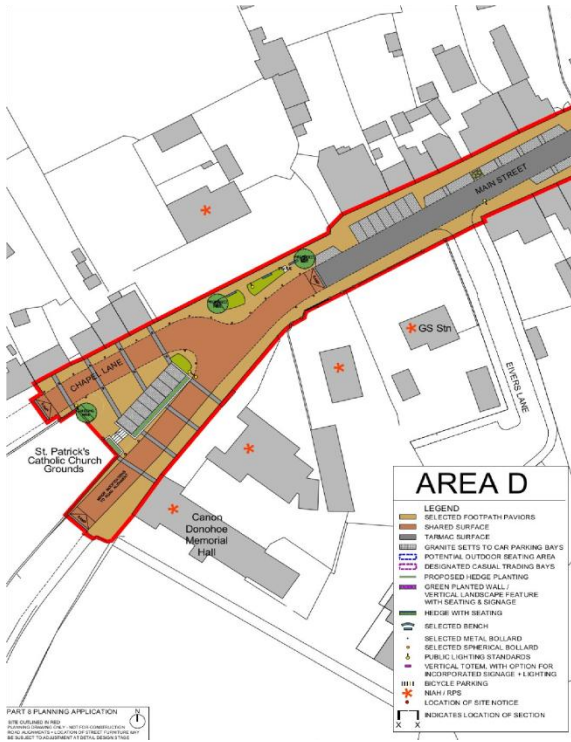


Figure 11

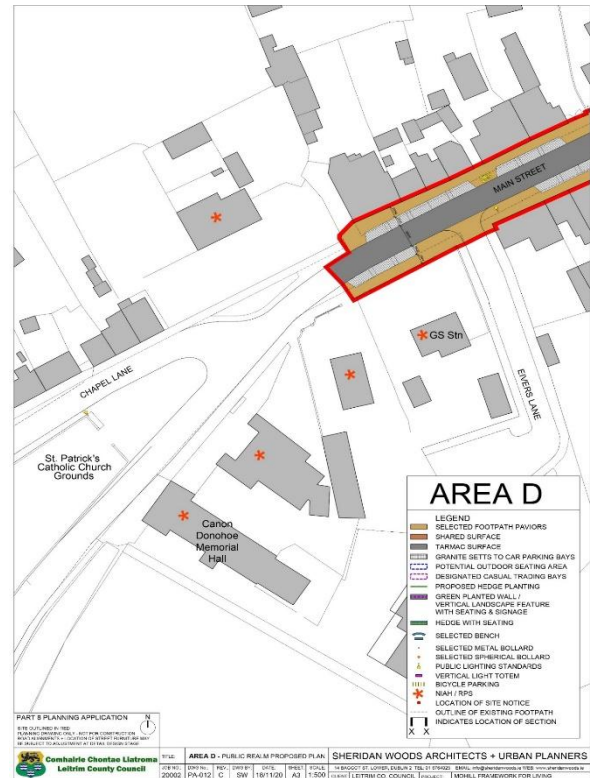


Figure 12

Overall Details of the Scheme include the following:

Accessibility

The proposals conform with Universal Access Guidelines. The shared surface and raised platform approach in some areas will include integrated guidance strip for the visually impaired to eliminate, where possible, kerbs and steps facilitating universal access.

Pedestrian Provision

Footpaths will be widened to facilitate ease of pedestrian movement. The increased space will allow for safe social distancing and provide space for local business to utilise public space outside their premises. The additional pedestrian spaces will also allow for the provision of street furniture, including seating areas and cycle parking. The plans identify indicative locations, which will be subject to detail design, prior to commencement.

Parking Provision

Car parking in Mohill occurs along the main streets, generally parallel to the existing footpath. Parking spaces are not designated with the exception of two areas, and as a result parking has occurred haphazardly, in a disorderly and inefficient manner.

It is estimated that the existing street layout has the potential to provide a maximum of 135 spaces (excluding the public car park on Glebe Street, as it is often underutilised). It is unlikely that this level of parking is ever achieved, as the majority of parking areas are not delineated, and parking is often disorderly and inefficient.

The development which was proposed for public consultation had made provision for a total of 133 delineated spaces (including the public car parking on Glebe Street.)

Further to the public consultation, there is a strong requirement for on street parking to remain throughout the town. The layout has as a result been re-designed to ensure that there is ample car parking provided throughout the main streets and adjoining streets, including on-street and off-street spaces.

It is estimated that the existing street layout has the potential to provide a maximum of 135 spaces (excluding the public car park on Glebe Street, as it is often underutilised). It is unlikely that this level of parking is ever achieved, as the majority of parking areas are not delineated, and parking is often disorderly and inefficient.

As stated above, the initial proposal which went on public display incorporated a total of 133 spaces and through modifications and re-design of the entire scheme, the planning authority have now incorporated 16 spaces, resulting in 151 spaces which it is anticipate will allay concerns and meet requirements.

A Breakdown of these additional spaces, is as follows:

- Castle Street Perpendicular Parking +2
- Lower Main Street +5
- Upper Main Street (junction to hotel) +5
- Hotel on street +2
- Adjustments made on Street and removal of perpendicular parking at junction to chapel lane -2
- Glebe Street +4

Total 16 further spaces

In addition there has been full reinstatement of parking at the Buttermarket, of 16 spaces.

The improved pedestrian environment will ensure that people arriving by car can walk safely and comfortably from on-street and off-street spaces to their destination within a few minutes' walk, the scheme resulting in maximising the number of on-street car parking spaces while balancing space for pedestrians and businesses.

The overall design approach provides people the opportunity to enjoy the main street, the public spaces and the rich architectural heritage that define the streets and spaces. The design will facilitate social interaction between people, increase footfall to support existing businesses, and has

the potential to act as a catalyst for reuse and adaptation of existing vacant structures for new homes and new businesses, supporting a more sustainable town centre

Regional Routes R101 / R102

The existing road widths throughout the town centre generally exceed the standards in the Design Manual for Urban Roads and Streets (DMURS). It is accepted that excessive road width encourages cars to exceed speed limits, thereby creating a traffic hazard for road users and pedestrians. It is proposed to reduce the carriage way widths to conform with the DMURS standards, as such there will be no impediment for vehicle travelling through the town. Narrowing the carriageway will have the additional benefit of slowing traffic down, which will in turn enhance the safety of pedestrians, while also enhancing the pedestrian environment for residents, businesses, and visitors.

Material Selection

There is little or no historic paving material within the area proposed for improvements. Any existing door thresholds or steps will be identified at the detailed design stage, prior to commencement.

The proposed materials are informed by the materials evident in the town. Mohill includes numerous locations where natural stone is used. The structures on Main Street include a combination of yellow / brown sandstone, limestone ashlar, and quoin stones. It is proposed to utilise durable materials, using local stone where possible. The extent and nature of the finishes will need to be carefully balanced against budgetary limits and will be refined at detailed design stage. The detailed design will be subject to design after this part 8.

The proposed alterations to the historic fabric of the town have been kept to a minimum and will enhance the townscape of the Architectural Conservation Area. The design of the paving, lighting and street furniture will focus on the quality of materials and consistency of detailing in keeping with the character and the urban quality of the town.

It is intended that this investment will be a catalyst for the economic rejuvenation of the town centre in the short to medium term, and as the basis for its sustainable redevelopment in the longer term.

The Planning Authority is satisfied that the proposed development adheres to the policy framework provided for in the County Development Plan 2015-2021.

The Planning Authority is therefore satisfied that the proposed development adheres to the proper planning and sustainable development of the area.

6.0 Conclusion and Recommendation

The proposed development represents an ambitious new phase in the town's redevelopment which aims to combine good design quality and materials with the provision of support facilities. The design of the paving, lighting and street furniture will focus on quality of materials and consistency of detailing in keeping with the coherent urban qualities of the town.

It is intended that this investment will be a catalyst for the economic rejuvenation of the town centre in the short to medium term, and as the basis for its sustainable redevelopment in the longer

term. These proposals are not only design-driven, they also propose practical means to ensuring the design can facilitate any future repurposing of 'backland' sites.

The Planning Department are satisfied that the principle of the proposed development adheres to the provisions of the statutory County Development Plan 2015-2021. The Planning Authority is equally satisfied that the proposed works will not adversely impact upon the local receiving environment. All matters pertaining to Environmental and Appropriate Assessment have been addressed through the documentation submitted with the Part 8 application. The development would accord with the proper planning and sustainable development of the area.

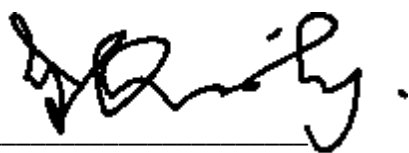
Section 179(3) of the Planning and Development Acts, 2000 as amended, requires the preparation of a report by the Chief Executive of the Local Authority following the placing of the proposed Part 8 application on public display. This report shall culminate in a recommendation "*whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report or should not be proceeded with, as the case may be*".

It is recommended that the proposed development be *varied or modified as recommended in this report* and proceeded with in accordance with the proposed modifications and amendments and be subject to the inclusion of the attached recommended conditions.



Vivienne Egan
Senior Executive Planner

23 November 2020



Lar Power
Chief Executive

Appendix 1 Schedule of Conditions

1. During the course of development works, all necessary precautions shall be taken to safeguard all of the original built heritage features affected by the proposed development in St Marys Church and in the vicinity of all other protected structures in the town. The approved contractor shall engage the services of a suitably qualified and competent person with appropriate

conservation expertise [minimum Grade III Conservation Architect] to supervise all works which impact upon Protected Structures and features within their curtilage or attendant grounds.

2. The successful consultants appointed by the Local Authority to undertake the detailed design shall ensure that the necessary recommendations, as practicable, contained in the following reports are adhered to in the final approved detailed design:
 - i. Access Officer;
 - ii. Fire Officer;
 - iii. Environment Department;
 - iv. Roads Department.

In the event of uncertainty of the relevance of any recommendation contained in the above mentioned reports, the successful consultants shall obtain the written agreement of the Planning Authority in this regard before proceeding to complete the final detailed design.

3. The successful contractor is required to employ a qualified archaeologist to carry out an archaeological assessment of the development site. No sub-surface work should be undertaken in the absence of the archaeologist without his/her express consent.

The archaeologist should carry out any relevant documentary research and inspect the site. Test trenches may be excavated at locations chosen by the archaeologist (licensed under the National Monuments Acts 1930-1994), having consulted the site drawings.

Having completed the work, the archaeologist should submit a written report to the Department. Where archaeological material/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

The Department will forward a recommendation based on the Archaeological Assessment to the Planning Authority.

The archaeologist is required to notify the Department of Culture, Heritage and the Gaeltacht in writing at least four weeks prior to the commencement of site preparations. This will allow the archaeologist sufficient time to obtain a licence to carry out the work.

The report of the archaeological monitoring should include photographs of the area before, during and after monitoring has taken place, as well as detailed photographs of specific areas, as required.

A key plan, clearly showing the location and direction from which photographs were taken should be included in the report. (An annotated site location map will suffice for this purpose).

Should archaeological material be found during the course of monitoring, the archaeologist may have work on the site stopped, pending a decision as to how best to deal with the archaeology. The developer shall be prepared to be advised by the Department of Culture, Heritage, and the Gaeltacht with regard to any necessary mitigating action (e.g. preservation in situ, or excavation) and should facilitate the archaeologist in recording any material found.

The Planning Department and the Department of Culture, Heritage, and the Gaeltacht shall be furnished with a report describing the results of the monitoring.

4. The palette of materials to be used in the Public Realm Improvement Scheme shall be agreed in writing with the Planning Department prior to the commencement of any works with regard to finishes.
5. The detailed design of the project shall incorporate the following amendments:
 - i. Modifications to the town centre junction table top, by its shortening on Hyde Street to reflect the other streets, and the resulting removal of seating area;
 - ii. The provision of 2 setdown spaces to be provided across from the hotel to facilitate/assist bank users;
 - iii. The incorporation of proposals and design details from Mohill Historic Society, to enhance the public realm, including a historical interpretation of the town in a mural or artwork on an available gable, the details of which shall be carried out in consultation with the Community and the Planning Department; and
 - iv. Visual enhancement and Amenity works to the River, full details of which shall be agreed with the local authority and in consultation with the Community prior to their commencement.

Prior to the commencement of development, revised Site Layout Plan(s) providing for the above listed amendments shall be submitted to, and the written agreement, of the Planning Department obtained prior to the commencement of construction.

6. The detailed design shall be completed under the advices of a Traffic Management Consultant, and a Traffic Impact Assessment will be undertaken as part of the Scheme. All works shall be carried out in accordance with DMURS and in consultation with the Roads department of Leitrim County Council.